TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

MEETING MATERIALS

DECEMBER 21, 2006

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Caltrans

BAY AREA TOLL AUTHORITY

STATE OF CALIFORNIA
CALIFORNIA TRANSPORTATION COMMISSION

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Letter of Transmittal

TO: Toll Bridge Program Oversight Committee (TBPOC)

DATE: December 14, 2006

FR: Program Management Team (PMT)

RE: TBPOC Meeting Materials Binder – December 21, 2006

Attached is the TBPOC Meeting Materials Binder for the December 21st meeting. The binder includes memoranda and reports that will be presented at the meeting. A Table of Contents is provided following the Agenda to help locate specific topics. Items that are to be included after the mail-out will be printed on blue paper.

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Final Agenda

TBPOC MONTHLY MEETING
December 21, 2006, 1:00 PM - 3:00 PM
Director's Conference Room 1121
Caltrans, 1120 N St., Sacramento

	Topic	Presenter	Time	Desired Outcome
1.	**CHAIR'S REPORT**	W. Kempton, CT	5 min	Information
2.	**CONSENT CALENDAR**			
	a. November 21, 2006 Meeting Minutes*	A. Fremier, BATA	2 min	Approval
	b. December 19, 2006 Conference Call Minutes**		2 min	Approval
3.	**MONTHLY PROGRESS REPORT**			
	a. Draft December 2006 Monthly Progress Report***	A. Fremier, BATA	2 min	Information
4.	**PROGRAM ISSUES**			
	a. TBSRP Strategic Plan Overview**	PMT	5 min	Information
5.	**SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES**	T. Anziano, CT	See below	See below
	a. West Approach*		5 min	Information
	1) Authorization to Negotiate CCO 149 – Realignment of ST6D, Stage 5 Detour*		15 min	Approval
	b. Yerba Buena Island*		5 min	Information
	c. E2/T1 Foundations*		5 min	Information
	d. East Span SAS Superstructure*		5 min	Information
	1) CCO 14 – Office Space for SAS Staff*		5 min	Approval
	e. East Span Skyway*		5 min	Information
	f. Oakland Touchdown*		5 min	Information
6.	**NEW BENICIA-MARTINEZ BRIDGE**	T. Anziano, CT	See below	See below
	a. Benicia Main Span:		5 min	Approval
	1) CCO 111.1 - Transportation for Engineer - Supplement of $500,000*			
	2) CCO 164 – Open Road Tolling and Open Bridge to Traffic*		5 min	Approval
7.	**Other Business**	W. Kempton, CT	TBD	Information
	Next Meeting: Thursday, January 25, 2006, 10:00 AM – 12:00 PM, MTC/BATA Office, Oakland			

* Attachments
** Final Documents still in process; to be provided as soon as available.
*** Stand alone document included in the binder.

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

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TBPOC MONTHLY MEETING
December 21, 2006

* Attachments
** Final Documents still in process; to be provided at the meeting.
*** Stand alone document included in the binder.

Item 1: Chair's Report

No Attachments

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC)

DATE: December 14, 2006

FR: Andrew Fremier, BATA Deputy Executive Director

RE: Agenda No. - 2a

Item- Consent Calendar
November 21, 2006 Meeting Minutes

Cost:
N/A

Schedule Impacts:
N/A

Recommendation:
Approval

Discussion:
The Program Management Team has reviewed and requests approval of the TBPOC November 21, 2006 Meeting Minutes.

Attachment:
November 21, 2006 Meeting Minutes

TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

MEETING MINUTES
November 21 2006, 10:30 AM – 12:00 PM
The Fishbowl Conference Room, MTC/BATA Office
101 8th St, Oakland, CA

Attendees: TBPOC Members: Will Kempton, Steve Heminger, John Barna; PMT Members: Tony Anziano, Andy Fremier, Maura Twomey for Stephen Maller; Participants: Ali Banani, Michele DiFrancia, Beatriz Lacson, Rick Land, Brian Mayhew, Bart Ney, Judis Santos, Bijan Sartipi

Convened: 10:44 AM

Items	Action
1. CHAIR'S REPORT • The Chair commented on the success at the polls of the transportation bond proposal, Proposition 1B for $19.925 billion, twice the size of one ever approved in bond measure history. • It was noted that this voter approval signifies a developing confidence in the transportation agencies.	
2. CONSENT CALENDAR BATA presented the Conference Call Minutes for the following dates: a) October 25, 2006 b) November 7, 2006 c) November 13, 2006	• The TBPOC **APPROVED** the Conference Call Meeting Minutes for October 25, November 7 and November 13, 2006.
3. MONTHLY PROGRESS REPORT a) BATA presented the draft November 2006 Monthly Progress Report for information. • TBPOC approval through their respective PMT members is anticipated after appropriate reviews and final comments are incorporated.	• For the record, the TBPOC **APPROVED** the October 2006 Monthly Progress Report through their respective PMT representatives on November 1, 2006.

Items	Action
• Final comments are expected by December 1, with mail-out scheduled for December 6. • The Chair remarked about the tremendous improvement in the quality of the monthly and quarterly reports, and gave compliments to the staff on the very professional product. • It was observed that the projects are undergoing significant progress, which presents a real opportunity to publicize this and demonstrates how well the partnership is working. • It was confirmed that the report consistently includes in the schedules the open-to-traffic dates where appropriate.	• The TBPOC requested that the report add a graphics exhibit integrating the progress of each project, showing the relationship of each to one another, and how the whole puzzle fits together.
4. PROGRAM ISSUES a) Capital Outlay Support Presentation • The Department (COS Project Control Manager) presented an overview of the Capital Outlay Support (COS) covering : o AB144 Budget o Changes Since Passage of AB144 Legislation o Fiscal Year 06-07 Work Plan and Allocation o Fiscal Year Allocation Monitoring and Control • Significant COS cost drivers were identified and discussed, as were detailed components of the above main topics, e.g., forecast COS cost at completion, a sample work plan, schedule comparisons, COS summaries and resource usage through the 3rd quarter, among others. • Also discussed was the idea of developing a performance metric in reducing COS cost to measure efforts	• The TBPOC requested that the monthly meeting agenda include a COS tracking summary update.

Items	Action
in program efficiency. b) SFOBB Communications Plan Update • The Public Information Officer highlighted key accomplishments of the past year, such as: o Creation and debut of an integrated website, o Successful media and public outreach efforts supporting lower deck closures on the West Approach, o Briefings for elected officials, o Bay Bridge Seismic Safety Projects documentary and feature programming on the History, National Geographic and Discovery Channels from the UK and Canada, o Hosting of several international delegations, o Awards from AASHTO and MTC in recognition of the Bay Bridge Public Outreach efforts. • The Bay Bridge Public Information Office will continue with the same objectives for the year 2006-2007, and provide similar annual reviews for the Plan in subsequent years. • The TBPOC suggested promoting what the committee is doing collectively with this project – the largest one underway in the country. • The PIO announced the forthcoming media event on December 5th which will mark the final Bay Bridge Skyway deck segment leaving the pre-cast yard in Stockton.	• Put on TBPOC members' calendars the media event celebrating the final deck segment leaving via barge on December 5th.
5. SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES • The Department provided a brief update of: a) West Approach	

Items	Action
b) Yerba Buena Island c) E2/T1 Foundations d) SAS Superstructure o A new fabrication facility is under construction in China. o It was noted that ABF can now focus on schedule acceleration. e) Skyway o Hinge pipe beams at hinge BW are scheduled for delivery in early December 2006. f) Oakland Touchdown (OTD) o The Department had no further update of the Submarine Cable Relocation Contract.	• Per TBPOC, ensure China operations produce no delays and that quick solutions are readily available.
6. NEW BENICIA-MARTINEZ BRIDGE a) Request for Supplemental Authority for Toll Plaza Work • BATA requested approval to authorize Caltrans to negotiate a contract change order (CCO) in an amount not to exceed $5.3 million to: o open the bridge to traffic, o implement Open Road Tolling (ORT) at the new toll plaza, and • Set aside $0.5 million as a contract contingency for the work.	• The TBPOC **APPROVED** proceeding with negotiation of a CCO in an amount not to exceed $5.3 million for the work presented and setting aside a $0.5 million contingency, for a total of $5.8 million, as recommended.
7. Other Business • The next TBPOC meeting is scheduled for December 21st in Sacramento.	

Adjourned: 12:43 PM

MEETING MINUTES
November 21, 2006, 10:30 AM – 12:00 PM
The Fishbowl Conference Room, MTC/BATA Office
101 8th St, Oakland, CA

APPROVED BY:

_____ _____
WILL KEMPTON, Director Date
California Department of Transportation

_____ _____
JOHN F. BARNA, Jr., Executive Director Date
California Transportation Commission

_____ _____
STEVE HEMINGER, Executive Director Date
Bay Area Toll Authority

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** December 14, 2006

FR: Andrew Fremier, BATA Deputy Executive Director

RE: Agenda No. - 2b
Item- Consent Calendar
December 19, 2006 Conference Call Minutes

Recommendation:
Approval

Discussion:

The minutes for the December 19th TBPOC conference call will be provided at the TBPOC meeting on December 21, 2006.

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** December 14, 2006

FR: Andrew Fremier, BATA Deputy Executive Director

RE: Agenda No. - 3a

Item- Monthly Progress Report
Draft December 2006 Monthly Progress Report

Cost:
N/A

Schedule Impacts:
N/A

Recommendation:
For Information Only

Discussion:
BATA will state, for the record, that the TBPOC approved the November 2006 Monthly Progress Report through their respective PMT members on December 4, 2006.

TBPOC approval of the December 2006 Monthly Progress Report through their respective PMT representatives is anticipated as soon as updated expenditure data through December 31, 2006 become available.

Attachment:
Draft December 2006 Monthly Progress Report

Toll Bridge Seismic Retrofit and Regional Measure 1 Programs

Monthly Progress Report
December 2006

DRAFT

TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Released: January 2007

Toll Bridge Seismic Retrofit and Regional Measure 1 Programs

Monthly Progress Report
December 2006

TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE
CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

URS Hatch Mott MacDonald
Bay Area Management Consultants
An Association of URS Corporation and Hatch Mott MacDonald

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TABLE OF CONTENTS

Toll Bridges of the San Francisco Bay Area

** Under the Jurisdiction of the Golden Gate Bridge, Highway and Transportation District*

INTRODUCTION

In July 2005, Assembly Bill 144, Hancock (AB 144) created the Toll Bridge Project Oversight Committee (TBPOC) to implement a project oversight and project control process for the Benicia-Martinez Bridge project and the state toll bridge seismic retrofit program projects. Comprised of the Caltrans Director, the Bay Area Toll Authority (BATA) Executive Director and the Executive Director of the California Transportation Commission (CTC), the TBPOC's project oversight and control processes include but are not limited to reviewing bid specifications and documents, providing field staff to review ongoing costs, reviewing and approving significant change orders and claims in excess of $1 million (as defined by the committee) and preparing project reports.

AB 144 identified the Toll Bridge Seismic Retrofit Program and the new Benicia-Martinez Bridge Project as under the direct oversight of the TBPOC. The Toll Bridge Seismic Retrofit Program includes:

Toll Bridge Seismic Retrofit Projects	Seismic Safety Status
San Francisco-Oakland Bay Bridge East Span Replacement	Construction
San Francisco-Oakland Bay Bridge West Approach Replacement	Construction
San Francisco-Oakland Bay Bridge West Span Seismic Retrofit	Complete
San Mateo-Hayward Bridge Seismic Retrofit	Complete
Richmond-San Rafael Bridge Seismic Retrofit	Complete
Eastbound Carquinez Bridge Seismic Retrofit	Complete
Benicia-Martinez Bridge Seismic Retrofit	Complete
San Diego-Coronado Bridge Seismic Retrofit	Complete
Vincent Thomas Bridge Seismic Retrofit	Complete

The new Benicia-Martinez Bridge is part of a larger program of toll-funded projects, called the Regional Measure 1 (RM1) Toll Bridge Program, under the responsibility of the BATA. While the rest of the projects in the RM1 program are not directly under the responsibility of the TBPOC, BATA and Caltrans (CT) will continue to report on their progress as an informational item. The RM1 program includes:

RM1 Projects	Open to Traffic Status
New Benicia-Martinez Bridge	Construction
1927 Carquinez Bridge Demolition	Construction
Richmond-San Rafael Bridge Deck Overlay Rehabilitation	Construction
Interstate 880/State Route 92 Interchange Reconstruction	Design
Richmond-San Rafael Bridge Trestle, Fender & Deck Joint Rehabilitation	Open
Westbound Carquinez Bridge Replacement	Open
San Mateo-Hayward Bridge Widening	Open
State Route 84 Bayfront Expressway Widening	Open
Richmond Parkway	Open

This report focuses on identifying critical project issues and monitoring project cost and schedule performance for the projects as measured against approved budgets and schedule milestones. This report is intended to fulfill Caltrans' requirement to provide monthly project progress reporting to the TBPOC under Section 30952.05 of the Streets and Highway Code.

EXECUTIVE SUMMARY

Toll Bridge Seismic Retrofit Program—Cost ($Millions)

Project	Work Status	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (11/2006)	Cost To Date (10/2006)	Cost Forecast*	At-Completion Variance	Cost Status
a	b	c	d	e = c + d	f	g	h = g - e	i
SFOBB East Span Replacement Project								
Capital Outlay Support		959.4	-	959.4	450.3	977.1	17.7	
Capital Outlay Construction								
Skyway	Construction	1,293.0	-	1,293.0	1,092.4	1,293.0	-	
SAS E2/T1 Foundations	Construction	313.5	-	313.5	169.2	313.5	-	
SAS Superstructure	Construction	1,753.7	-	1,753.7	141.2	1,767.4	13.7	
YBI South/South Detour	Design/Const	131.9	-	131.9	35.3	152.2	20.3	
YBI Transition Structures	Design	299.3	-	299.3	-	318.5	19.2	
Oakland Touchdown (OTD)		283.8	-	283.8	-	302.5	18.7	
* OTD Submarine Cable	Advertise				-	9.6	-	
* OTD No. 1 (Westbound)	Design				-	226.5	-	
* OTD No. 2 (Eastbound)	Design				-	62.0	-	
* OTD Electrical Systems	Design				-	4.4	-	
Existing Bridge Demolition	Design	239.2	-	239.2	-	222.0	(17.2)	
Stormwater Treatment Measures	Construction	15.0	-	15.0	3.4	15.0	-	
East Span Completed Projects		90.3	-	90.3	89.2	90.3	-	
Right-of-Way and Environmental Mitigation		72.4	-	72.4	38.8	72.4	-	
Other Budgeted Capital		35.1	-	35.1	1.5	11.0	(24.1)	
Total SFOBB East Span Replacement Project		5,486.6	-	5,486.6	2,021.3	5,534.9	48.3	
SFOBB West Approach Replacement	Construction							
Capital Outlay Support		120.0	-	120.0	83.6	120.0	-	
Capital Outlay Construction		309.0	-	309.0	212.5	309.0	-	
Total SFOBB West Approach Replacement		429.0	-	429.0	296.1	429.0	-	
Richmond-San Rafael Bridge Retrofit	Construction							
Capital Outlay Support		134.0	(7.0)	127.0	125.5	127.0	-	
Capital Outlay Construction		780.0	(82.0)	698.0	663.8	698.0	-	
Total Richmond-San Rafael Bridge Retrofit		914.0	(89.0)	825.0	789.3	825.0	-	
Program Completed Projects	Complete							
Capital Outlay Support		219.8	-	219.8	219.4	219.8	-	
Capital Outlay Construction		705.6	-	705.6	698.0	705.6	-	
Total Program Completed Projects		925.4	-	925.4	917.4	925.4	-	
Miscellaneous Program Costs		30.0	-	30.0	24.7	30.0	-	
Program Contingency		900.0	89.0	989.0	-	940.7	(48.3)	
Total Toll Bridge Seismic Retrofit Program		8,685.0	-	8,685.0	4,048.8	8,685.0	-	

- *Within Approved Current Schedule and Budget*
- *Potential Cost and Schedule Impacts: Possible future need for Program Contingency Allocation*
- *Known Cost and Schedule Impacts: Request for Program Contingency Allocation forthcoming*

Note: Details may not sum to totals due to rounding effects.

** Cost forecasts are as of August 31, 2006. Forecasts for the Monthly Reports are generally updated on a quarterly basis in conjunction with Risk Analysis assessments for the TBSRP Projects and the TBSRP Quarterly Reports.*

Toll Bridge Seismic Retrofit Program—Schedule

Project	AB 144 / SB 66 Project Complete Baseline (07/2005)	Approved Changes (Months)	Project Complete Current Approved Schedule (11/2006)	Project Complete Schedule Forecast (11/2006)	Schedule Variance (Months)	Schedule Status	Remarks
a	b	c	d= b + c	e	f = e – d	g	h
SFOBB East Span Replacement Project							
Skyway	Apr 07	8	Dec 07	Dec 07	-	●	A schedule extension due to hinge pipe beam fabrication, service platforms electrical appurtenances, polyester concrete, etc., has been approved by the TBPOC. See page 11.
SAS E2/T1 Foundations	Jun 08	(3)	Mar 08	Mar 08	-	●	
SAS Superstructure	Mar 12	12	Mar 13	Mar 13	-	●	Contract executed on May 3, 2006. See Note.
YBI South/South Detour	Jul 07	-	Jul 07	TBD	TBD	●	Schedule is being assessed. Forecast completion date is TBD. See page 20.
YBI Transition Structures	Nov 13	12	Nov 14	Nov 14	-	●	In March 2006, the TBPOC approved the split of the YBI contract into three contracts. Schedules and estimates for the split contracts are being developed
Oakland Touchdown (OTD)	Nov 13	12	Nov 14	Nov 14	-	●	
• OTD Submarine Cable	n/a		Jul 07	Oct 07	3	●	This contract to be re-bid. See pages 9 and 22.
• OTD Westbound	n/a		Jul 09	Oct 09	3	●	Advertise date postponed to provide additional time for utility coordination and contract formation.
• OTD Eastbound	n/a		Nov 14	Nov 14	-	●	See Note.
Existing Bridge Demolition	Sep 14	12	Sep 15	Sep 15	-	●	See Note.
Stormwater Treatment Measures	Mar 08	-	Mar 08	Jun 07	(9)	●	Forecast based on actual award date and duration in contractor's A+B bid.
Open to Traffic Date: Westbound	Sep 11	12	Sep 12	Sep 12	-	●	See Note.
Open to Traffic Date: Eastbound	Sep 12	12	Sep 13	Sep 13	-	●	See Note.
SFOBB West Approach Replacement	Aug 09	-	Aug 09	Aug 09	-	●	
Richmond-San Rafael Bridge							
• Seismic Retrofit	Aug 05	-	Aug 05	Oct 05	2	●	Seismic retrofit completed July 29, 2005. Formal acceptance of contract October 28, 2005. $89 million has been transferred to Program Contingency. See page 32.
• Public Access Project	n/a	-	May 07	May 07	-	●	Bids opened December 1, 2006.

Note: Schedules for selected projects and the Open to Traffic dates were extended by 12 months from the AB144/SB66 baseline schedule due to Addenda #5 and #7 on the SAS Superstructure contract.

Regional Measure 1 Program—Cost ($Millions)

Project	Work Status	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (11/2006)	Cost To Date (10/2006)	Cost Forecast*	At-Completion Variance	Cost Status
a	b	c	d	e = c + d	f	g	h = g - e	I
New Benicia-Martinez Bridge Project	Construction							●
Capital Outlay Support		157.1	24.8	181.8	159.2	181.8	-	
Capital Outlay Construction		861.6	143.1	1,004.7	879.8	1,004.7	-	
Capital Outlay Right-of-Way		20.4	(0.1)	20.3	12.3	20.3	-	
Project Reserve		20.8	35.3	56.2	-	56.2	-	
Total New Benicia-Martinez Bridge Project		1,059.9	203.1	1,263.0	1,051.3	1,263.0	-	
Carquinez Bridge Replacement Project	Construction							●
Capital Outlay Support		124.4	(1.1)	123.3	117.5	123.2	(0.1)	
Capital Outlay Construction		381.2	3.3	384.5	365.1	384.3	(0.2)	
Capital Outlay Right-of-Way		10.5	-	10.5	9.9	10.5	-	
Project Reserve		12.1	(2.2)	9.9	-	10.2	0.3	
Total Carquinez Bridge Replacement Project		528.2	-	528.2	492.5	528.2	-	
Richmond-San Rafael Bridge Deck Overlay Rehabilitation	Construction							●
Capital Outlay Support		8.0	(3.5)	4.5	2.7	4.5	-	
Capital Outlay Construction		16.9	3.6	20.5	12.4	20.5	-	
Project Reserve		0.1	(0.1)	-	-	-	-	
Total Richmond-San Rafael Bridge Deck Overlay Rehabilitation		25.0	-	25.0	15.1	25.0	-	
I-880/SR-92 Interchange Reconstruction	Design							●
Capital Outlay Support		28.8	-	28.8	30.1	51.7	22.9	
Capital Outlay Construction		94.8	-	94.8	-	122.5	27.7	
Capital Outlay Right-of-Way		9.9	-	9.9	8.0	12.4	2.5	
Project Reserve		0.3	-	0.3	-	9.7	9.4	
Total I-880/SR-92 Interchange Reconstruction		133.8	-	133.8	38.1	196.3	62.5	
Program Completed Projects	Complete							
Capital Outlay Support		54.0	(0.5)	53.5	54.0	55.4	1.9	
Capital Outlay Construction		307.5	(1.1)	306.4	274.8	296.8	(9.6)	
Capital Outlay Right-of-Way		1.7	-	1.7	0.5	0.8	(0.9)	
Project Reserve		2.5	1.6	4.1	-	1.8	(2.3)	
Total Program Completed Projects		365.7	-	365.7	329.3	354.8	(10.9)	
Total Regional Measure 1 Program		2,112.6	203.1	2,315.7	1,926.3	2,367.3	51.6	

● *Within Approved Current Schedule and Budget*

● *Potential Cost and Schedule Impacts: Possible future need for Program Contingency Allocation*

● *Known Cost and Schedule Impacts: Request for Program Contingency Allocation forthcoming*

Note: Details may not sum to totals due to rounding effects.

** Cost forecasts are as of August 31, 2006. Forecasts for the Monthly Reports are generally updated on a quarterly basis in conjunction with Risk Analysis assessments for the TBSRP Projects and the TBSRP Quarterly Reports.*

Regional Measure 1 Program—Schedule

Project	BATA Project Complete Baseline (07/2005)	Approved Changes (Months)	Project Complete Current Approved Schedule (11/2006)	Project Complete Schedule Forecast (11/2006)	Schedule Variance (Months)	Schedule Status	Remarks
a	b	c	d= b + c	e	f = e - d	g	h
New Benicia-Martinez Bridge Project							
• New Benicia-Martinez Bridge	Dec 07	-	Dec 07	Dec 07	-	●	
• I-680/I-780 Interchange Replacement	Dec 07	-	Dec 07	Feb 08	2	●	Final electrical work to be completed after Bridge Open to Traffic. Structure was substantially completed as of December 1, 2006. See page 45.
• Open to Traffic Date	Dec 07	-	Dec 07	Dec 07	-	●	
1927 Carquinez Bridge Demolition Project	Dec 07	-	Dec 07	Dec 07	-	●	
Richmond-San Rafael Bridge Deck Overlay Rehabilitation	Jan 07	-	Jan 07	Jan 07	-	●	
I-880/SR-92 Interchange Reconstruction	Nov 10	-	Nov 10	Jun 11	7	●	Delay in the procurement of right-of-way is impacting the cost/schedule for this project. See page 52.

Highlights of Project/Program Activities and TBPOC Actions for December 2006

Toll Bridge Seismic Retrofit Program

SFOBB East Span Seismic Replacement Project

- For the Skyway Contract, the hinge pipe beams at hinge BW were delivered and installed. The last remaining precast segments on the westbound structure were installed on Dec. 7, 2006. (See Page 10).
- Drilling for rock sockets has started on the T1 foundation for the SAS E2/T1 Foundations contract. The steel footing frame for the Pier E2 has been placed and stabbing of the cofferdam sheet piling is complete.
- On the Yerba Buena Island South/South Detour contract, forming the columns at Bent 52 has started. The contractor also started work on the YBI advanced package. In November 2006, the TBPOC approved a capital outlay construction forecast of $152.2 million. (See page 21).
- Oakland Touchdown Submarine Cable Relocation contract conducted a bid opening on September 19, 2006, at which time only one bid was received, which was over the Engineer's Estimate. The contract was re-advertised on November 27, 2006, and the bid opening is set for December 18, 2006 (See pages 9 and 23).

Richmond-San Rafael Bridge Seismic Retrofit Project

- The Richmond-San Rafael Public Access Project to construct a public access lot to comply with a Bay Conservation and Development Commission (BCDC) permit condition conducted a bid opening on December 1, 2006. Seven bids were submitted with Ghilloti Bros. Inc., submitting the apparent lowest A+B bid of $1,005,863.40 as compared to the Engineer's Estimate of $1,072,157.25. (See page 32).

Regional Measure 1 Program

New Benicia-Martinez Bridge Projects

- As of the end of November 2006, all 344 segments of Frames 2 and 3 of the new Benicia-Martinez bridge has been completed. Six (6) of the nine (9) concrete closure pours, which links the individual piers together into a frame have been completed. CCO # 164 – Toll Plaza ORT System and the Remaining Works prior to the Opening of the New Bridge is currently being processed for the amount of $4.83M to Kiewit Pacific. An addendum # 3, which is mostly electrical changes were issued after the original cost proposal has been negotiated and agreed upon. The addendum # 3 is currently being priced by the Contractor, together with other design changes, and will be added to the contract change order, as a supplement. This way, work on the original cost proposal can be started as soon as possible, and avoid further delays (See page 42).

Richmond-San Rafael Bridge Deck Overlay Project

- As of December 1, 2006, all construction work for the RSRB Deck Rehabilitation contract has been accepted. (See page 48).

PROJECT / CONTRACT REPORTS

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Summary

- Skyway Contract
- Self-Anchored Suspension (SAS) Superstructure Contract
- Self-Anchored Suspension (SAS) E2/T1 Foundations Contract
- Yerba Buena Island (YBI)
    * Yerba Buena Island (YBI) South/South Detour Contract
    * Yerba Buena Island (YBI) Transition Structure Contracts
- Oakland Touchdown (OTD)
    * Oakland Touchdown (OTD) Submarine Cable Relocation Contract
    * Oakland Touchdown (OTD) #1 Contract
    * Oakland Touchdown (OTD) #2 Contract
- Other Major Contracts
- Other Contracts and Related Project Work

San Francisco-Oakland Bay Bridge (SFOBB) West Approach Replacement Project

Richmond-San Rafael Bridge Seismic Retrofit Project

Other Completed Seismic Retrofit Projects

Toll Bridge Seismic Retrofit Program

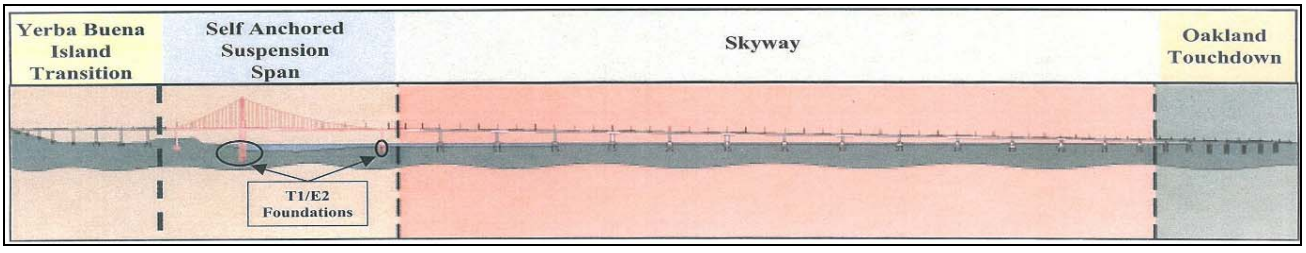
San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Summary

Project Description: The East Span will be seismically retrofitted through the complete replacement of the existing span. The remaining effort for this project consists of the following contracts: Skyway—construction of two parallel concrete structures, each approximately 1.3 miles in length; Self-Anchored Suspension (SAS) Foundation—construction of SAS marine foundations; SAS Superstructure—construction of a self-anchored 385-meter main span superstructure incorporating a 160-meter fabricated structural steel tower with a main cable and inclined suspenders that will support steel orthotropic decks; Yerba Buena Island (YBI) South/South Detour—design and construction of a temporary double-deck bypass structure that will detour traffic to the existing SFOBB while completing the westerly permanent tie-in structure of the new East Span at Yerba Buena Island; YBI Structures—construction of a new structure connecting the western end of the self-anchored suspension to the Yerba Buena Island viaduct, which will be retrofitted; Oakland Touchdown—at the Oakland end of the East Span, construction of two parallel, cast-in-place post-tensioned concrete viaducts, which join the skyway to the at-grade Oakland approach fill; and Existing Bridge Demolition—demolition of the existing 1936 SFOBB East Span structure after the construction and placement of traffic onto the new East Span.

SFOBB East Span Replacement Cost Summary ($Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (11/2006)	Cost To Date (10/2006)	Cost Forecast (11/2006)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	959.4	-	959.4	450.3	977.1	17.7
Capital Outlay				-	-	-
Skyway	1,293.0	-	1,293.0	1,092.4	1,293.0	-
SAS Superstructure	1,753.7	-	1,753.7	141.2	1,767.4	13.7
SAS E2/T1 Foundations	313.5	-	313.5	169.2	313.5	-
YBI Structures	299.3	-	299.3	-	318.5	19.2
Oakland Touchdown (OTD)	283.8	-	283.8	-	302.5	18.7
* OTD Submarine Cable				-	9.6	
* OTD No. 1 (Westbound)				-	226.5	
* OTD No. 2 (Eastbound)				-	62.0	
* OTD Electrical Systems				-	4.4	
YBI South/South Detour	131.9	-	131.9	35.3	152.2	20.3
Existing Bridge Demolition	239.2	-	239.2	-	222.0	(17.2)
Stormwater Treatment Measures	15.0	-	15.0	3.4	15.0	-
East Span Completed Projects	90.3	-	90.3	89.2	90.3	-
Right-of-Way and Environmental Mitigation	72.4	-	72.4	38.8	72.4	-
Other Budgeted Capital	35.1	-	35.1	1.5	11.0	(24.1)
TOTAL	5,486.6	-	5,486.6	2,021.3	5,534.9	48.3

Note: Details may not sum to totals due to rounding effects.



SFOBB East Span Replacement Project

SFOBB East Span Replacement Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (11/2006)	Contract Complete Schedule Forecast (11/2006)	Schedule Variance (Months)
Skyway	April 2007	8	December 2007	December 2007	-
YBI South / South Detour*	July 2007	-	July 2007	TBD	TBD
Stormwater Treatment Measures	March 2008	-	March 2008	June 2007	(9)
SAS E2/T1 Foundations	June 2008	(3)	March 2008	March 2008	-
Open to Traffic: Westbound	September 2011	12	September 2012	September 2012	-
SAS Superstructure	March 2012	12	March 2013	March 2013	-
Open to Traffic: Eastbound	September 2012	12	September 2013	September 2013	-
Oakland Touchdown (OTD)	December 2013	12	December 2014	December 2014	-
* OTD Submarine Cable	n/a		July 2007	October 2007	3
* OTD No. 1 (Westbound)	n/a		July 2009	October 2009	3
* OTD No. 2 (Eastbound)	n/a		December 2014	December 2014	-
YBI Transition Structure*	December 2013	12	December 2014	December 2014	-
Existing Bridge Demolition*	September 2014	12	September 2015	September 2015	-

** Contract schedules being further assessed due to changes in SAS schedule.*

Project Status: Construction is currently ongoing on the Skyway, YBI South/South Detour, SAS E2/T1 Foundations and Stormwater Treatment Measures contracts. One contract is in the advertising/bid cycle: the Oakland Touchdown (OTD) Submarine Cable Relocation contract. Contracts in design include the OTD #1 (westbound), OTD #2 (eastbound), the YBI Transition Structure (YBITS) Contract #1, YBITS Contract #2, and Existing Bridge Demolition contract. Design of each contract is proceeding per its schedule requirements. Bids for the OTD Submarine Cable Relocation Contract were opened on September 19, 2006; however, only one bid was received and it was higher than the Engineer's Estimate. The contract was re-advertised on November 27, 2006, and the bid opening is set for December 18, 2006

SAS contract addenda extended the SAS contract by a total of 12 months but also provided for an early completion incentive. There has been a like impact to the Westbound and Eastbound Open to Traffic dates, and the completion of the OTD, YBI Transition Structure, and the Existing Bridge Demolition contracts. The East Span corridor cost and schedule forecast does not assume achievement of the early completion incentive that was also part of Addendum #7; however, schedule planning of the future construction contracts continues assuming that the SAS early completion is achieved to ensure that they will not impact bridge opening in that event.

Project Issues: All projects except Demolition have a Risk Response Team and a Risk Register incorporating quantitative risk analyses. A preliminary risk register has also been developed for Capital Outlay Support (COS) costs, as well as program-level risk register that captures risks common to all projects; the development of a quantitative COS risk analysis is in progress. The Risk Response Teams have focused attention on developing and executing risk response actions for their most significant risks. Many of the actions have been effective, as evidenced by a reduction of risk impacts on the Skyway and E2/T1 contracts from the previous quarter. The effort to develop and execute risk response actions to mitigate the cost and schedule impacts posed by risk issues will continue to be a high priority.

Recent TBPOC Actions: See the following contract detail pages for specific TBPOC actions on East Span contracts.

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

SKYWAY CONTRACT

Contract Description: The Skyway contract constructs two parallel pre-cast concrete approach spans from Oakland to the self-anchored suspension span near Yerba Buena Island.

Skyway Cost Summary ($Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (11/2006)	Cost To Date (10/2006)	Cost Forecast (11/2006)	Variance
a	b	c	d = b + c	e	f	g = f - d
East Span - Skyway						
Capital Outlay Support	197.0	-	197.0	147.7	197.0	-
Capital Outlay Construction	1,293.0	-	1,293.0	1,092.4	1,293.0	-
TOTAL	1,490.0	-	1,490.0	1,240.1	1,490.0	-

Note: Details may not sum to totals due to rounding effects.

Skyway Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (11/2006)	Contract Complete Schedule Forecast (11/2006)	Schedule Variance (Months)
East Span - Skyway	April 2007	8	December 2007	December 2007	-

Contract Status: The Skyway contract is currently in construction and is 94% complete as of November 20, 2006. The foundation work is complete including the installation of the fenders around six of the pier footings. The eastbound structure is 100% complete with the erection of all segments, while the westbound structure has erected 224 of the 226 segments (99%) with 2 segments remaining to be erected. A total of 450 segments (99%) have been installed to date. Erection of the remaining segments are scheduled to be completed by December 2006 (refer to diagram on page 13). The hinge pipe beams at hinge BW were delivered and installed. Bike path cantilever beam installation is complete and the installation of the panel segments is currently 84% complete. Four service platforms were delivered to the site and installation has started.

Contract Issues:

Issue	Mitigating Action
KFM issued 15 NOPC's on behalf of USI for welding issues related to the fabrication of the Steel Orthotropic Box Girders (SOBG).	USI completed the fabrication of the SOBG. All NOPC's filed were recommended to be heard by the Dispute Review Board.

Recent TBPOC Actions: none.

Contract Photographs

Closure Pour

Hinge Pipe Beam BW Lifted from the Barge

HPG lift panoramic view

Contract Photographs Cont'd.

Inserting HPB BW into the Bridge

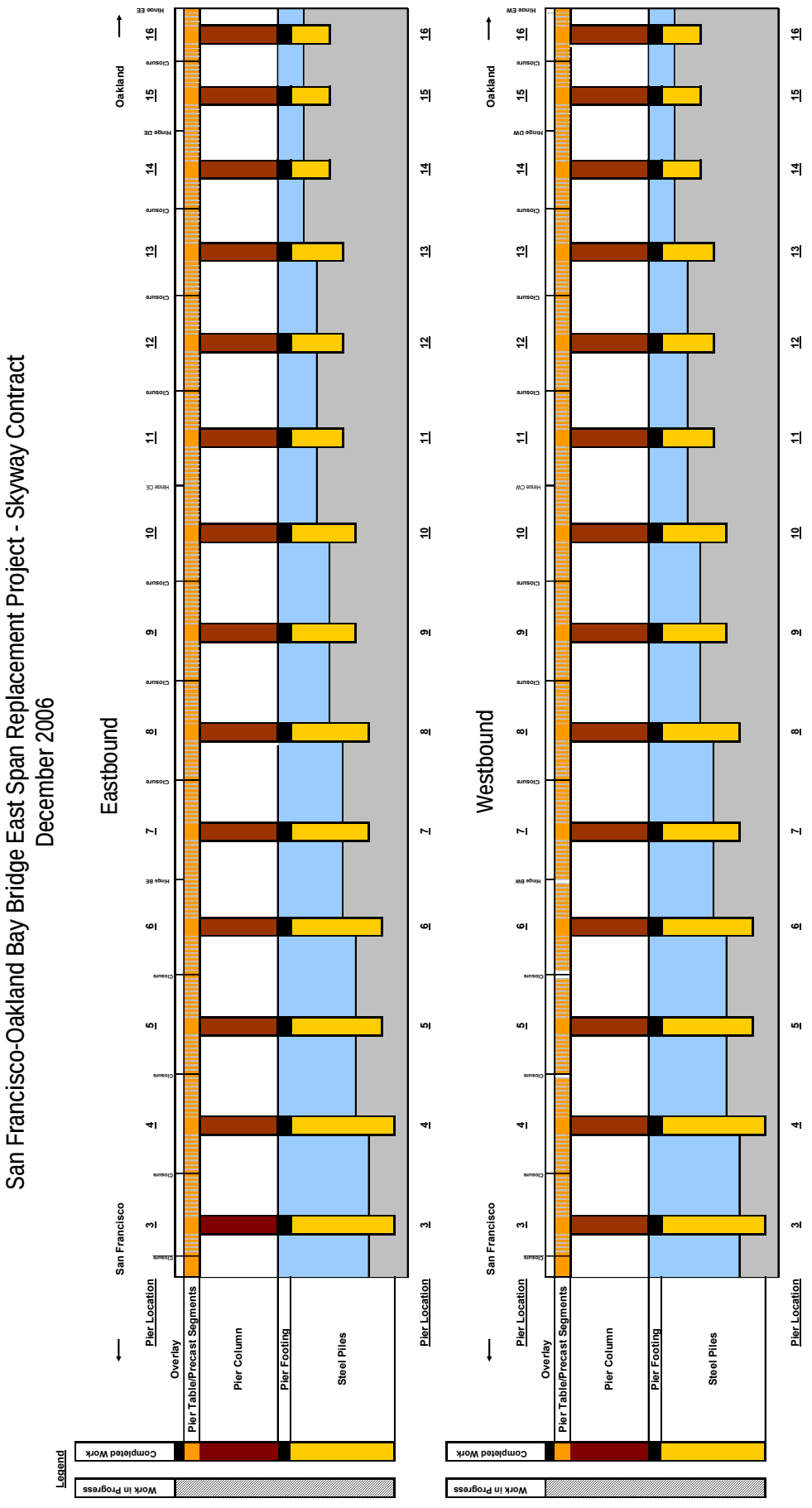
Installation of Bike Path Panel Segments

Installing HPB BW

Lifting HPB BW

Placing HPB BW into the Bridge

West end of the Skyway


San Francisco-Oakland Bay Bridge East Span Replacement Project - Skyway Contract
December 2006
Eastbound
Westbound
San Francisco
Oakland
Pier Location
Overlay
Pier Table/Precast Segments
Pier Column
Pier Footing
Steel Piles
Legend
Completed Work
Work in Progress

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

SELF-ANCHORED SUSPENSION (SAS) SUPERSTRUCTURE CONTRACT

Contract Description: The Self-Anchored Suspension (SAS) Superstructure contract constructs a signature tower span between the skyway and the Yerba Buena Island transition structure. Work on the SAS bridge has been split between three contracts—the SAS Superstructure (under construction), the SAS E2/T1 Foundation (under construction), and the SAS W2 Foundation (completed).

SAS Superstructure Cost Summary ($Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (11/2006)	Cost To Date (10/2006)	Cost Forecast (11/2006)	Variance
a	B	c	d = b + c	e	f	g = f - d
East Span - SAS Superstructure						
Capital Outlay Support	214.6	-	214.6	24.3	214.6	-
Capital Outlay Construction	1,753.7	-	1,753.7	141.2	1,767.4	13.7
TOTAL	1,968.3	-	1,968.3	165.5	1,982.0	13.7

Note: Details may not sum to totals due to rounding effects.

SAS Superstructure Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (11/2006)	Contract Complete Schedule Forecast (11/2006)	Schedule Variance (Months)
East Span - SAS Superstructure	March 2012	12	March 2013	March 2013	-

Contract Status: The contract is 10% complete as of November 20, 2006. The Contractor, American Bridge Fluor Enterprises, Inc., a Joint Venture (ABF), continues to mobilize staff to the field office on Pier 7. Development of various administrative submittals is continuing. Twenty-two working drawings have been received for review and fifteen have been responded. A draft baseline schedule submittal was received on October 31, 2006. Caltrans has rejected the schedule since it was an incomplete submittal but will still be reviewing it further and will forward comments to the Contractor. The Contractor is finalizing agreements with manufacturers, fabricators, suppliers and subcontractors. Pre-fabrication welding procedures and approval process are being developed at Zhenhua Port Machinery Company (ZPMC) of Shanghai, China.

The forecast $13.7 million increase in construction costs on the SAS contract from the approved budget reflects actions taken to encourage additional bidders for the contract.

Contract Issues:

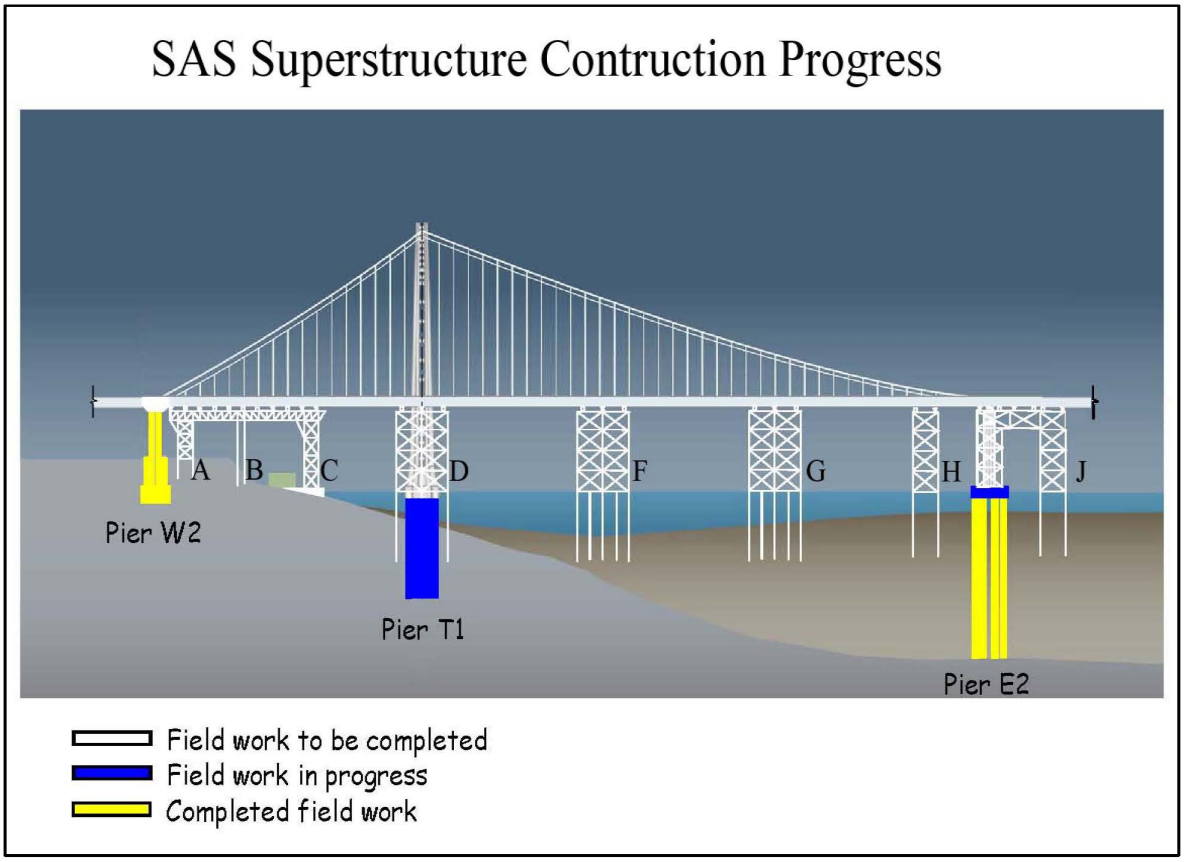
Issue	Mitigating Action
Caltrans' Toll Bridge Seismic Retrofit Program Manager and East Span Replacement Project Manager have visited the ZPMC steel fabrication facilities in China and have identified the need for additional resources to monitor that work.	Caltrans and BATA are working together to set up facilities and to organize resources that will ensure an effective Owner's presence in the steel fabrication shops.
Potential for cost increases during construction due to steel plate conflicts. Applies to structural steel including the towers and box girders.	Establish Working Drawing Campus with Contractor to facilitate discussion about conflicts and meet regularly. Caltrans has constructed models and has identified conflicts, for which CCOs are to be prepared. Number of required mockups in the contract was reduced by addendum due to concerns about time for construction. Could continue to look at potential for mockups. Facilitated Cost Reduction Incentive Proposal (CRIP) sessions to discuss more changes and improvements at the beginning of the contract.

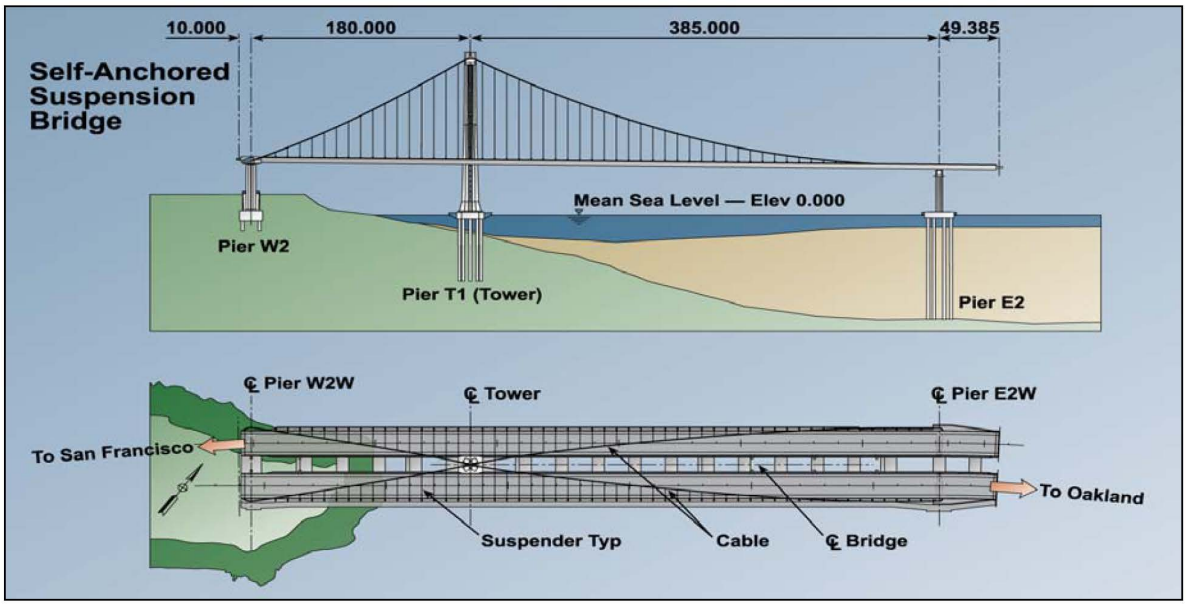
Recent TBPOC Actions: None.

Contract Photographs

SAS Superstructure Artist Rendition

View of the Western End of the Skyway Contract that will connect with the Future SAS Contract.


SAS Superstructure Contruction Progress
A
B
C
D
F
G
H
J
Pier W2
Pier T1
Pier E2
Field work to be completed
Field work in progress
Completed field work


10.000
180.000
385.000
49.385
Self-Anchored Suspension Bridge
Mean Sea Level — Elev 0.000
Pier W2
Pier T1 (Tower)
Pier E2
℄ Pier W2W
℄ Tower
℄ Pier E2W
To San Francisco
To Oakland
Suspender Typ
Cable
℄ Bridge

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

SELF-ANCHORED SUSPENSION (SAS) E2/T1 FOUNDATIONS CONTRACT

Contract Description: The Self-Anchored Suspension (SAS) E2/T1 Foundations contract constructs the main tower foundation at T1 and the adjacent east foundation at E2.

SAS E2/T1 Foundations Cost Summary ($ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (11/2006)	Cost To Date (10/2006)	Cost Forecast (11/2006)	Variance
a	b	c	d = b + c	e	f	g = f - d
East Span - SAS E2 / T1 Foundations						
Capital Outlay Support	52.5	-	52.5	14.5	52.5	-
Capital Outlay Construction	313.5	-	313.5	169.2	313.5	-
TOTAL	366.0	-	366.0	183.7	366.0	-

Note: Details may not sum to totals due to rounding effects.

SAS E2/T1 Foundations Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (11/2006)	Contract Complete Schedule Forecast (11/2006)	Schedule Variance (Months)
East Span - SAS E2 / T1 Foundations	June 2008	(3)	March 2008	March 2008	-

Contract Status: The contract is 61% complete as of November 20, 2006. Pile driving for the E2 piles has been completed. Fabrication of the steel footing frame for Pier E2 was completed, delivered, and placed; welded connections will start in December 2006. Fabrication of steel pile top sections for CISS piles at E2 has been completed. Stabbing the cofferdam sheet piling has been completed at E2.

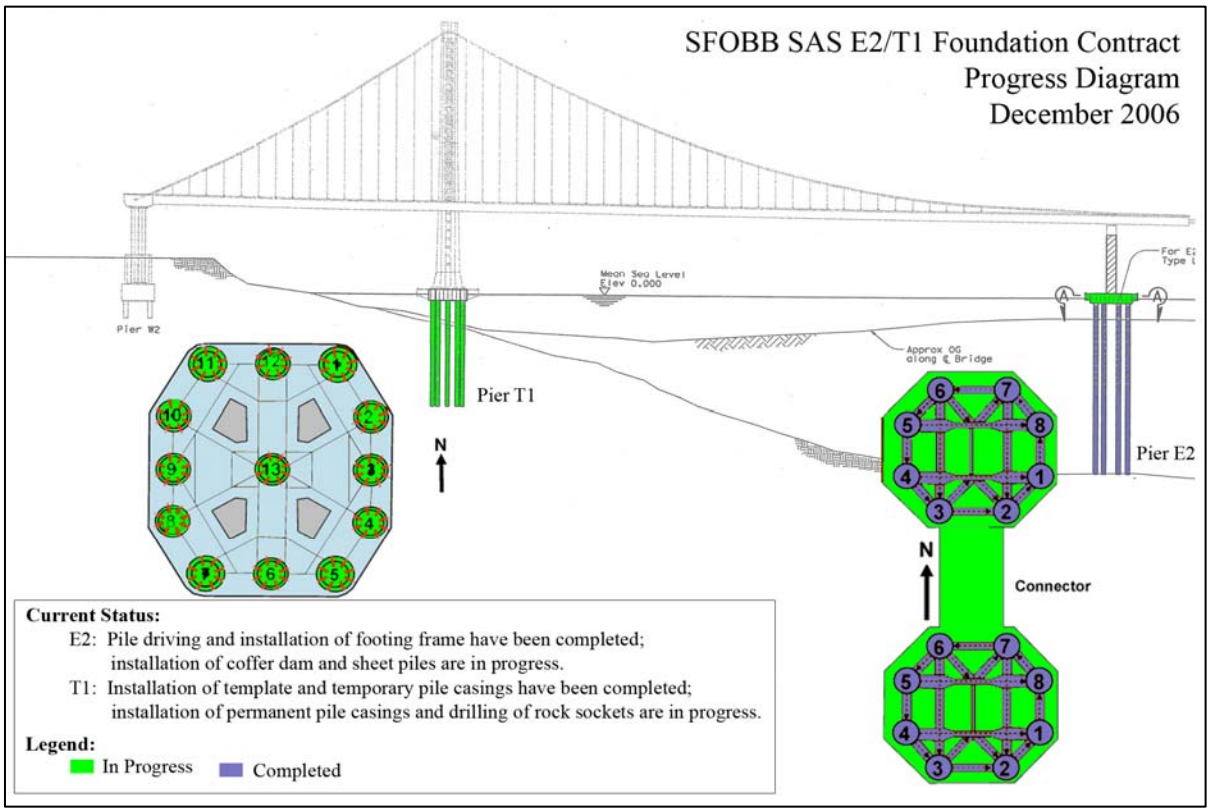
Fabrication of the permanent steel casings for the CIDH piles at T1 is approximately 80% complete. Fabrication of the T1 footing box is approximately 70% complete. Drilling the rock socket of the piles at T1 has started.

Contract Issues:

Issue	Mitigating Action
A differing site condition at a T1 rock socket which increased costs.	Contractor has similar experience from Benicia-Martinez Bridge. Contractor already has under reamer on site (from Benicia) and is part of the plan. Note that having E2/T1 footings as a separate contract is a risk mitigation measure for the SAS contract.

Recent TBPOC Actions: None.

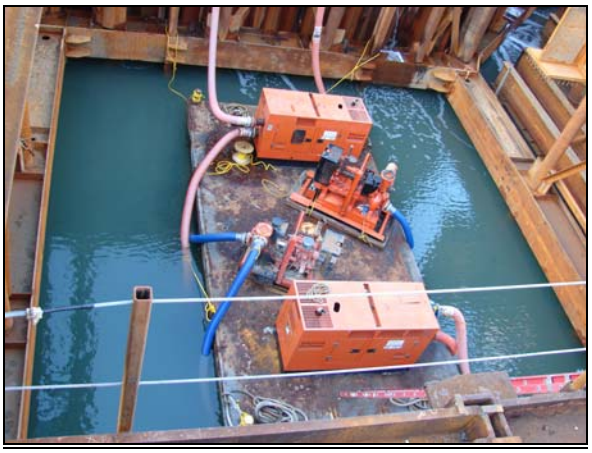
Project Photographs



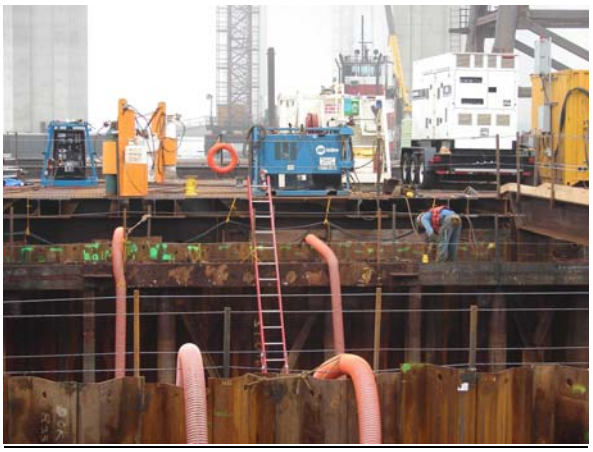
KFM Crew is Getting Ready for Concrete Placement of Pile #4 at T1

Placing Concrete in Pile # 4 at T1

Project Photographs cont'd.



Pumping System at E2



Pumping Water out of Cofferdam at E2

Rock Socket Drilling in Pile # 12 at T1

Rock Socket Drilling in Pile # 4 at T1

Sheet piling Cofferdam at E2

Spud Piles for Cofferdam Access Platforms at E2

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

YERBA BUENA ISLAND (YBI)

• SOUTH/SOUTH DETOUR CONTRACT

Contract Description: The Yerba Buena Island (YBI) South/South Detour (SSD) Contract constructs a temporary detour from the YBI tunnel to the existing east span of the Bay Bridge. This detour maintains traffic on the existing bridge while the YBI Transition Structure Contract completes the tie-in from the SAS to the existing tunnel.

YBI South/South Detour Cost Summary ($Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (11/2006)	Cost To Date (10/2006)	Cost Forecast (11/2006)	Variance
a	b	c	d = b + c	e	f	g = f - d
YBI South/South Detour						
Capital Outlay Support	29.5	-	29.5	16.6	29.5	-
Capital Outlay Construction	131.9	-	131.9	35.3	152.2	20.3
TOTAL	161.4	-	161.4	51.9	181.7	20.3

Note: Details may not sum to totals due to rounding effects.

YBI South/South Detour Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (11/2006)	Contract Complete Schedule Forecast (11/2006)	Schedule Variance (Months)
YBI South / South Detour *	July 2007	-	July 2007	TBD	TBD

** Contract schedule under assessment. See Contract Issues below.*

Contract Status: The contract work is 40% complete as of November 20, 2006. The viaduct portion of the contract is performance-based, whereby the Contractor is responsible for both the design and construction of viaduct structure. The West and East tie-in design work was taken over by Caltrans. TY Lin/Moffat Nichol, Joint Venture, has been tasked to design the East tie-in, and their team has mobilized. Caltrans will design the West tie-in. The contractor will still construct the tie-ins. To minimize impacts to the traveling public due to the current SAS schedule, the tie-in work has been suspended. This schedule is being evaluated; see Contract Issues. The contractor has remobilized and placed all the required SWPPP measures. Forming of the columns at Bent 52 has started. The contractor is continuing with the trestle construction. Excavation and surveying of the YBITS advanced work at the W3 footing has started.

The suspension of the tie-in work has necessitated additional design enhancements to the viaduct segment to allow it to stand in place alone for a longer duration and to improve its seismic safety. The transfer of steel from the fabricator, Shanghai Grand Towers, Ltd. to Dongkuk S&C of South Korea has been completed. Shop drawings for the Viaduct structure are currently being prepared. Concurrently, Dongkuk S&C is in the process of preparing the Welding Quality Control Plan for approval.

A cost variance from the Current Approved Budget in the amount of 20.3 million is forecast for the SSD contract due to issues related to potential extension of the contract schedule integrate it with the SAS contract schedule; the cost impact of possible risks associated with the roll-out of a portion of the existing bridge structure and the roll-in of a replacement span at the East tie-in; and the impact of potential risks related to the demolition of the existing structure.

Contract Issues:

Issue	Mitigating Action
Delay to the SAS contract due to re-advertising and Addenda #5 and #7 to the SAS contract has impacts on the South/South Detour Contract.	The TBPOC approved a plan to continue with the currently programmed SSD structure (see Recent TBPOC Actions below). Various options concerning contract scope and schedule are being considered to efficiently complete this contract while integrating any future SAS schedule revisions. The amount of contract delay is subject to analysis by Caltrans and negotiation with the Contractor. The projected delay to the SSD project is not expected to delay the overall open-to-traffic date for the East Span Replacement project, but is likely to have a significant impact to the SSD contract completion date.

Recent TBPOC Actions: In October 2006, the TBPOC approved a capital outlay construction forecast of $152.2 million.

Contract Photographs

Column Cage

Excavation at W3

Trestle Construction

YBITS Advanced Work - Excavation at W3

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

YERBA BUENA ISLAND (YBI)

• YBI TRANSITION STRUCTURE CONTRACTS

Contract Description: The YBI Transition Structure #1 Contract will construct the mainline YBI transition structures (YBITS). These will connect the SAS portion of the new bridge to the existing YBI tunnels and also includes work required to place traffic onto the new westbound bridge. It is possible that eastbound traffic may be able to be placed on the new bridge under this contract, depending on when the OTD contract is ready to accept eastbound traffic. Also, there will be much electrical related work that must be done to open westbound and eastbound bridges that is currently targeted to be completed under the OTD 2 contract. The YBI Transition Structures #2 Contract includes demolition of the South/South Detour (SSD) temporary structure, completion of the new eastbound on-ramp, completion of the bike path section at YBI and reconstruction of local and affected facilities at YBI. The YBI Landscaping Contract includes slope restoration, vegetation restoration and plant maintenance for the areas affected by YBI construction.

YBI Transition Structure Cost Summary ($Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (11/2006)	Cost To Date (10/2006)	Cost Forecast (11/2006)	Variance
a	b	c	d = b + c	e	f	g = f - d
YBI Transition Structure #1						
Capital Outlay Support	78.7	-	78.7	10.6	78.6	(0.1)
Capital Outlay Construction	299.3	-	299.3	-	318.5	19.2
TOTAL	378.0	-	378.0	10.6	397.1	19.1

Note: Details may not sum to totals due to rounding effects.

YBI Transition Structure Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (11/2006)	Contract Complete Schedule Forecast (11/2006)	Schedule Variance (Months)
YBI Transition Structure #1	December 2013	12	December 2014	December 2014	-

Contract Status: For the YBI Transition Structure #1 Contract, preparation of PS&E packages is currently underway. The recent decision to advance portions of the YBI 1 contract (substructures for bents W3, W4, W5, W6, and eastbound on-ramp bent W7) into the South-South Detour contract will require revisions to the YBI Transition Structure PS&E. The YBI1 contract plans may require minor adjustment to ensure full compatibility with the SSD. For the YBI Transition Structures #2 Contract, majority of the design work is complete. Preparation of detailed plans and quantity calculations are in progress. Design work on the existing viaduct retrofit is also in progress. The current retrofit strategy is replacement. Due to staging, it is anticipated that the existing viaduct retrofit scope will be removed from the YBI Transition Structure #2 Contract and added to the SSD contract. For the YBI Landscaping Contract, a planting concept and preliminary plans have been developed for majority of the area. Determination of the extent of the U.S. Coast Guard area to be landscaped is still pending. Development of the final plans has not been completed.

Contract Issues: None

Recent TBPOC Actions: None

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

▸ OAKLAND TOUCHDOWN

• OAKLAND TOUCHDOWN SUBMARINE CABLE RELOCATION CONTRACT

Contract Description: The OTD Submarine Cable Contract will replace the existing submarine electrical cable from Oakland to Treasure Island, and will be completed ahead of OTD Contract No. 1 to avoid possible construction conflicts.

Oakland Touchdown Submarine Cable Relocation Cost Summary ($Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (11/2006)	Cost To Date (10/2006)	Cost Forecast (11/2006)	Variance
a	b	c	d = b + c	e	f	g = f - d
OTD Submarine Cable						
Capital Outlay Support	-	-	-	-	3.0	-
Capital Outlay Construction	-	-	-	-	9.6	-
TOTAL	-	-	-	-	12.6	-

Note: Details may not sum to totals due to rounding effects. The allocation of AB144/SB 66 budgets is proceeding. Budget amount is TBD. Overall OTD budgets and forecasts are shown on page 2.

Oakland Touchdown Submarine Cable Relocation Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (11/2006)	Contract Complete Schedule Forecast (11/2006)	Schedule Variance (Months)
OTD Submarine Cable	TBD	-	July 2007	October 2007	3

Contract Status: This contract was advertised for bids on July 31, 2006. On September 19, 2006, Caltrans received a single bid of $13.1 million for the San Francisco-Oakland Bay Bridge East Span Submarine Cable Relocation Contract, which is $6.4 million (+97.2%) higher than the $6.6 million engineer's estimate. The cable relocation project will place a new electrical cable between the East Bay and Treasure Island because the existing electrical cable providing power to the island is close to foundation work necessary for the construction of the Oakland Touchdown 1 contract, which is expected to advertise in early 2007. Caltrans has rejected the single bid. Caltrans has developed options that will quickly re-advertise the contract and will maximize the opportunity for competition while minimizing any schedule impact to the cable contract schedule. The TBPOC has reviewed and concurred with these options and also gave specific direction that all steps necessary be taken to maintain and even advance overall corridor schedule. On October 25, 2006, BATA authorized the BATA Executive Director to approve the release of the revised bid documents and specifications for the cable relocation project. The contract was re-advertised on November 27, 2006, and the bid opening is set for December 18, 2006

Contract Issues:

Issue	Mitigating Action
Only one bid was received for the Oakland Touchdown Submarine Cable Relocation contract, and the bid amount was substantially over the Engineer's Estimate.	This contract was re-advertised on November 27, 2006.

Recent TBPOC Actions: In September 2006, the TBPOC directed various actions to either award the contract to the single bidder, or rebid it. In October 2006, the TBPOC has directed that this contract be re-advertised in a way that will maximize competition and maintain or advance the east span corridor schedule.

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

OAKLAND TOUCHDOWN

• OAKLAND TOUCHDOWN #1 CONTRACT

Contract Description: The Oakland Touchdown #1 Contract includes construction of all marine foundations, westbound bridge section and roadway approach for the section that connects the new Skyway portion to the roadway west of the Oakland Toll Plaza. This contract also constructs the electrical substation and the eastbound detour roadway. Traffic will not be placed on the detour until later during OTD #2.

Oakland Touchdown #1 Cost Summary ($Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (11/2006)	Cost To Date (10/2006)	Cost Forecast (11/2006)	Variance
a	b	c	d = b + c	e	f	g = f - d
Oakland Touchdown #1						
Capital Outlay Support	-	-	-	-	49.9	-
Capital Outlay Construction	-	-	-	-	226.5	-
TOTAL	-	-	-	-	276.4	-

Note: Details may not sum to totals due to rounding effects. The allocation of AB144/SB 66 budgets is proceeding. Budget amount is TBD. Overall OTD budgets and forecasts are shown on page 2.

Oakland Touchdown #1 Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (11/2006)	Contract Complete Schedule Forecast (11/2006)	Schedule Variance (Months)
Oakland Touchdown #1	-	-	July 2009	October 2009	3

Contract Status: Design work is complete. Plans, Specifications, and Engineer's Estimate (PS&E) were submitted to the Office Engineer on September 1, 2006. Bid advertise date is scheduled in early 2007 and contract completion is scheduled in October 2009.

Contract Issues:

Issue	Mitigating Action
Delays and cost increases due to conflicts from delays to the relocation of the submarine cable.	Caltrans will be incorporating work-around specification language in the OTD 1 contact to mitigate delays due to the cable.

Recent TBPOC Actions: In September 2006, the TBPOC approved the Plans, Specifications and Estimates for the OTD #1 contract. In October 2006, the TBPOC approved a capital outlay construction forecast of $226.5 million.

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

OAKLAND TOUCHDOWN

• OAKLAND TOUCHDOWN #2 CONTRACT

Contract Description The Oakland Touchdown #2 Contract includes construction of the remaining eastbound bridge section and roadway approach for the section that connects the new Skyway portion to the roadway west of the Oakland Toll Plaza. This work would occur once the westbound traffic is shifted onto the new SAS.

Oakland Touchdown #2 Cost Summary ($Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (11/2006)	Cost To Date (10/2006)	Cost Forecast (11/2006)	Variance
a	b	c	d = b + c	e	f	g = f - d
Oakland Touchdown #2						
Capital Outlay Support	-	-	-	-	15.8	-
Capital Outlay Construction	-	-	-	-	62.0	-
TOTAL	-	-	-	-	77.8	-

Note: Details may not sum to totals due to rounding effects. The allocation of AB144/SB 66 budgets is proceeding. Budget amount is TBD. Overall OTD budgets and forecasts are shown on page 2.

Oakland Touchdown #1 Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (11/2006)	Contract Complete Schedule Forecast (11/2006)	Schedule Variance (Months)
Oakland Touchdown #2	-	-	December 2014	December 2014	-

Contract Status: Design work for the structures portion of OTD Contract No. 2 is complete and will be advertised as scheduled in 2010 in time for SAS opening.

Contract Issues: None

Recent TBPOC Actions: None

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

OTHER MAJOR CONTRACTS

Contract Description: Other Major Contracts include the Stormwater Treatment Measures contract, which will implement best practices for stormwater runoff treatment at the SFOBB toll plaza; the Oakland Touchdown Electrical Systems Contract, which will incorporate most of the electrical elements from OTD as well as from other segments of the East Span; and the Existing Bridge Demolition contract, which will include the complete removal of the existing 1936 east span following the opening of the new bridge.

Other Major Contracts Cost Summary ($Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (11/2006)	Cost To Date (10/2006)	Cost Forecast (11/2006)	Variance
A	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	238.8	-	238.8	38.2	256.5	17.7
Capital Outlay Construction						-
Existing Bridge Demolition	239.2	-	239.2	-	222.0	(17.2)
Stormwater Treatment Measures	15.0	-	15.0	3.4	15.0	-
Total Capital Outlay Construction	254.2	-	254.2	3.4	237.0	(17.2)
TOTAL	493.0	-	493.0	41.6	493.5	0.5

Note: Details may not sum to totals due to rounding effects.

Other Major Contracts Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (11/2006)	Contract Complete Schedule Forecast (11/2006)	Schedule Variance (Months)	% Design Comp.
Existing Bridge Demolition	September 2014	12	September 2015	September 2015	-	10
Stormwater Treatment Measures	March 2008	-	March 2008	June 2007	(9)	N/A

Contract Status:

Stormwater Treatment Measures: The Contractor is Diablo Constructors. The current schedule forecast reflects the actual award date that was earlier than planned plus a reduced construction contract duration that was shown in the Contractor's bid. The contract is 38% complete as of November 20, 2006.

Work continues on installation of drainage structures at the Distribution Structure. Pump stations 2 and 3A have been installed. Work began on pump station 4B. Work will soon begin on ductile iron pipe and drainage systems along EB80 at the Emeryville crescent area. Work has been delayed due to nesting birds, buried manmade objects, unidentified utilities, and discovery of unsuitable materials.

Oakland Touchdown Electrical Systems: Determination of contract scope is underway. Caltrans is also considering the option of incorporating this work into the Oakland Touchdown #2 contract.

Bridge Demolition: Design is 10% complete. Design work has been temporarily suspended to assign engineering resources to higher priority tasks, and will resume at a later time. The contract schedule completion date has been extended by 12 months due to a 12-month SAS contract extension. The $17.2 million decrease in construction costs for the Existing Bridge Demolition contract is due to a re-evaluation of cost escalation rates for the contract.

Contract Issues: None

Recent TBPOC Actions: None

Contract Photographs

Headwall Pour

Interference with Exisiting Ductbank

Pump Station 2 Installation

Pump Station 3A Top Slab Pour

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

OTHER COMPLETED CONTRACTS AND RELATED WORK

Summary Description: Substantial work has already been performed on the SFOBB East Span Replacement project to facilitate construction of the mainline construction contracts.

Other Contracts and Related Work Cost Summary ($Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (11/2006)	Cost To Date (10/2006)	Cost Forecast (11/2006)	Variance
a	b	c	d = b + c	E	f	g = f - d
Capital Outlay Support	227.0	-	227.0	209.0	227.0	-
Right-of-Way and Environmental Mitigation	72.4	-	72.4	38.8	72.4	-
Capital Outlay Construction						-
SAS W2 Foundations	26.4	-	26.4	25.8	26.4	-
YBI/SAS Archeology	1.1	-	1.1	1.1	1.1	-
YBI - USCG Road Relocation	3.0	-	3.0	2.8	3.0	-
YBI - Substation and Viaduct	11.6	-	11.6	11.3	11.6	-
Oakland Geofill	8.2	-	8.2	8.2	8.2	-
Pile Installation Demonstration Project	9.2	-	9.2	9.2	9.2	-
Existing East Span Retrofit	30.8	-	30.8	30.8	30.8	-
Total Capital Outlay Construction Completed	90.3	-	90.3	89.2	90.3	-
TOTAL	389.7	-	389.7	337.0	389.7	

Note: Details may not sum to totals due to rounding effects.

Other Contracts and Related Work Schedule Summary

Project	Actual Project Completion Date
Existing East Span Retrofit	March 1998
Interim Retrofit	July 2000
Pile Installation Demolition Project	December 2000
YBI / SAS Archaeology	January 2003
Oakland Geofill	April 2003
YBI – USCG Road Relocation	June 2004
SAS W2 Foundations	October 2004
YBI Substation and Viaduct	May 2005

Summary Status: Construction has been completed on the above listed contracts. Caltrans continues to work with various environmental agencies to conduct compliance inspections and monitor and mitigate any environmental impacts from the project.

Contract Issues: None.

Recent TBPOC Actions: None.

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) West Approach Replacement Project

Project Description: The SFOBB West Approach Replacement Project will replace the entire west approach structure from 5th Street to the west anchorage of the existing west spans of the SFOBB while maintaining existing traffic lanes for the weekday commute.

SFOBB West Approach Replacement Cost Summary ($Millions)

Project	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (11/2006)	Cost To Date (10/2006)	Cost Forecast (11/2006)	Variance
a	b	c	d = b + c	e	f	g = f - d
West Approach						
Capital Outlay Support	120.0	-	120.0	83.6	120.0	-
Capital Outlay Construction	309.0	-	309.0	212.5	309.0	-
TOTAL	429.0	-	429.0	296.1	429.0	-

Note: Details may not sum to totals due to rounding effects.

SFOBB West Approach Replacement Schedule Summary

Project	AB 144/SB 66 Project Completion Baseline (07/2005)	Approved Changes (Months)	Project Complete Current Approved Schedule (11/2006)	Contract Complete Schedule Forecast (11/2006)	Schedule Variance (Months)
West Approach	August 2009	-	August 2009	August 2009	-

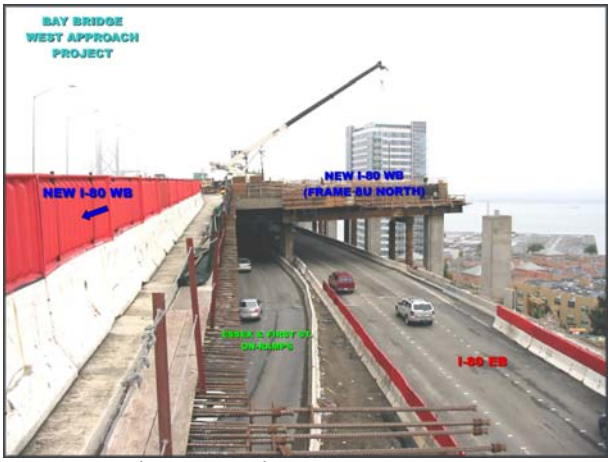
Project Status: Construction is 74% complete as of November 20, 2006. Seismic retrofit construction is continuing through the project. Major ongoing work during November included continuation of work on the next phase of piles for the permanent westbound I-80 mainline structures, the 5th Street and Harrison Street ramps, the 4th Street retrofit work, and superstructure work for Frame 8U (South) and the ST6D alignment. Beale Street was opened to vehicular traffic on October 30, 2006; security enhancements continue on Beale Street.

Project Issues:

Issue	Mitigating Action
Pile investigation and testing for the identification of pile anomalies must be completed in a timely manner so as to avoid construction impact.	Work on piles has progressed, Caltrans Construction coordinates closely with Structure Design and METS daily on pile investigation and testing issues, and proactively monitors this effort. Tracking of the testing effort is done for each individual pile. Team participation in Risk Management meetings has proven to be valuable in addressing this issue.

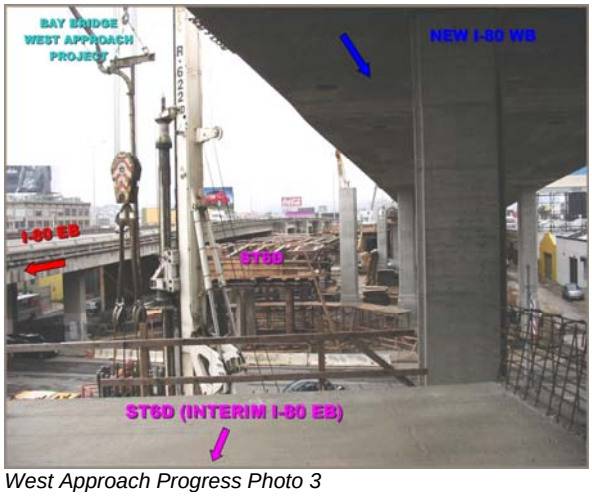
Recent TBPOC Actions: None.

Project Photographs



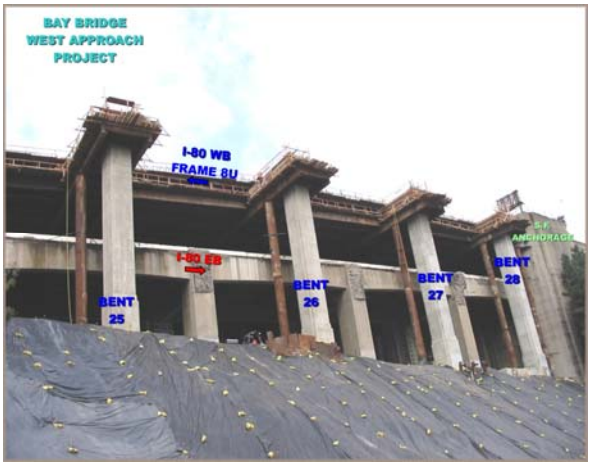
West Approach Progress Photo 1

West Approach Progress Photo 2

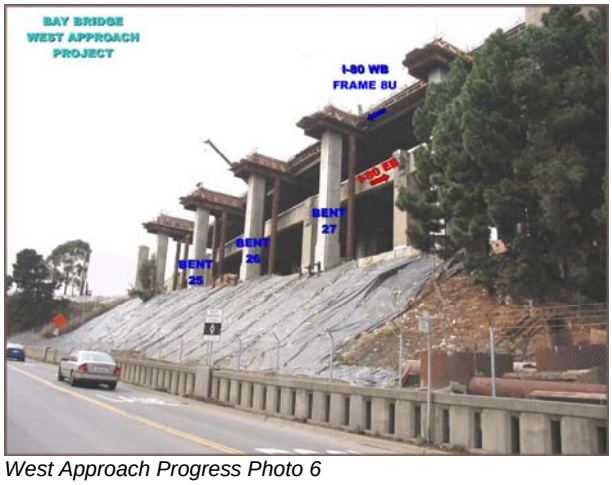


West Approach Progress Photo 3

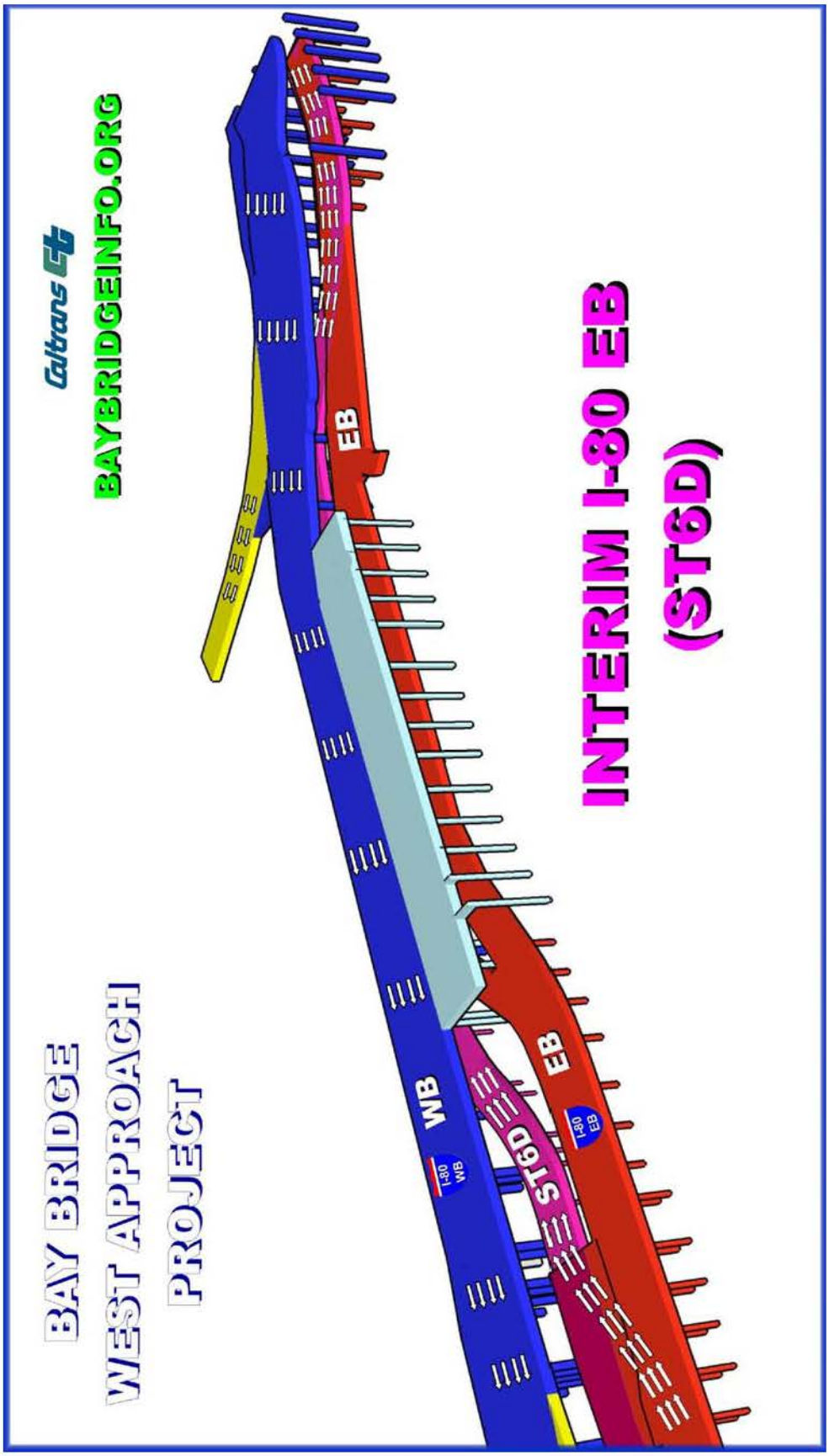
West Approach Progress Photo 4



West Approach Progress Photo 5



West Approach Progress Photo 6


Caltrans
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Toll Bridge Seismic Retrofit Program

Richmond-San Rafael Bridge (RSRB) Seismic Retrofit Project

Project Description: The Richmond-San Rafael (RSR) Bridge Seismic Retrofit Project strengthened the existing bridge to withstand the effects of a large seismic event. As part of the retrofit work, Caltrans performed work to strengthen the bridge foundations, replace the existing west trestle and the main channel fenders, and complete the joint rehabilitation of the bridge deck. (The RM1 work is reported in the RM1 section of the report).

RSRB Seismic Retrofit Cost Summary ($Millions)

Project	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (11/2006)	Cost To Date (10/2006)	Cost Forecast (11/2006)	Variance
a	b	c	d = b + c	e	f	g = f - d
RSRB Seismic Retrofit						
Capital Outlay Support	134.0	(7.0)	127.0	125.5	127.0	-
Capital Outlay Construction	780.0	(82.0)	698.0	663.8	698.0	-
TOTAL	914.0	(89.0)	825.0	789.3	825.0	-

Note: Details may not sum to totals due to rounding effects.
** The seismic retrofit contract included work to rehabilitate the bridge deck joints. Although the deck joint work was funded from RM1 toll funds, the work is also eligible for Toll Bridge Seismic Retrofit Program funding. In July 2005, BATA rescinded $16.9 million in RM1 funds for the deck joint work to make additional RM1 funds available for the New Benicia-Martinez Bridge Project. An equivalent amount of seismic funds will be used on the deck joint work, which is included in the budget above.*

RSRB Seismic Retrofit Schedule Summary

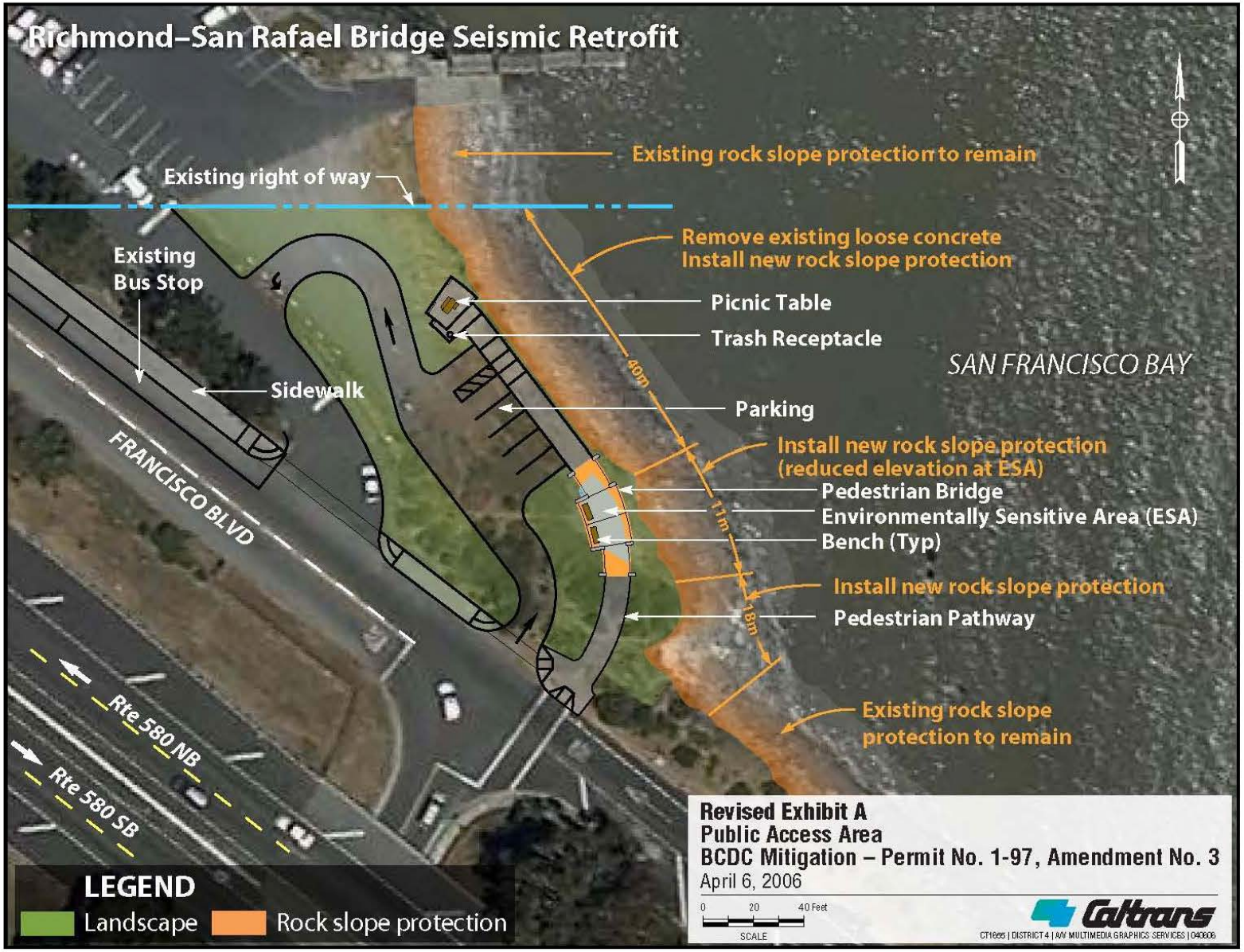
Project	AB 144/SB 66 Project Completion Baseline (07/2005)	Approved Changes (Months)	Project Complete Current Approved Schedule (11/2006)	Contract Complete Schedule Forecast (11/2006)	Schedule Variance (Months)
RSRB Seismic Retrofit	August 2005	-	August 2005	October 2005	2
RSRB Public Access Project	NA	-	May 2007	May 2007	-

Project Status: The retrofit construction contract was completed and accepted on October 28, 2005. Project savings in the amount of $89 million has been transferred to the program contingency in October 2006.

Caltrans has submitted the project plans and specifications for a public access lot on the Marin side of the bridge to comply with a Bay Conservation and Development Commission (BCDC) permit condition (see the exhibit on page 33). It was advertised on October 2, 2006 and bids were opened on December 1, 2006. Seven bids were submitted with Ghilloti Bros. Inc., submitting the apparent lowest A+B bid of $1,005,863.40, as compared with the Engineer's Estimate of $1,072,157.25.

Contract Issues: None.

Recent TBPOC Actions: None.


Richmond–San Rafael Bridge Seismic Retrofit
Existing rock slope protection to remain
Existing right of way
Remove existing loose concrete
Install new rock slope protection
Existing
Bus Stop
Picnic Table
Trash Receptacle
SAN FRANCISCO BAY
40m
Sidewalk
Parking
FRANCISCO BLVD
Install new rock slope protection
(reduced elevation at ESA)
Pedestrian Bridge
11m
Environmentally Sensitive Area (ESA)
Bench (Typ)
Install new rock slope protection
18m
Pedestrian Pathway
Rte 580 NB
Rte 580 SB
Existing rock slope
protection to remain
LEGEND
Landscape
Rock slope protection
Revised Exhibit A
Public Access Area
BCDC Mitigation – Permit No. 1-97, Amendment No. 3
April 6, 2006
0 20 40 Feet
SCALE
Caltrans
CT1665 | DISTRICT 4 | A/V MULTIMEDIA GRAPHICS SERVICES | 040606

Toll Bridge Seismic Retrofit Program

Other Completed Seismic Retrofit Projects

Summary Description: Caltrans has already completed the seismic retrofits of the West Spans of the SFOBB, the existing 1958 Carquinez Bridge, the existing Benicia-Martinez Bridge, the San Mateo-Hayward Bridge, and two former toll bridges in southern California.

Other Completed Seismic Retrofit Projects Cost Summary ($Millions)

Project	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (11/2006)	Cost To Date (10/2006)	Cost Forecast (11/2006)	Variance
a	b	c	d = b + c	e	F	g = f - d
San Francisco-Oakland Bay Bridge West Span Seismic Retrofit Project	307.9	-	307.9	301.0	307.9	-
Carquinez Bridge Retrofit Project	114.2	-	114.2	114.2	114.2	-
Benicia-Martinez Bridge Retrofit Project	177.8	-	177.8	177.8	177.8	-
San Mateo-Hayward Bridge Retrofit Project	163.5	-	163.5	163.4	163.5	-
Vincent Thomas Bridge Retrofit Project	58.5	-	58.5	58.4	58.5	-
San Diego-Coronado Bridge Retrofit Project	103.5	-	103.5	102.6	103.5	-
TOTAL	925.4	-	925.4	917.4	925.4	-

Note: Details may not sum to totals due to rounding effects. Capital Outlay Support and Capital Outlay have been combined.

Other Completed Seismic Retrofit Projects Schedule Summary

Project	Actual Project Completion Date
Vincent Thomas Bridge Retrofit	May 2000
San Mateo-Hayward Bridge Retrofit	June 2000
Carquinez Bridge Retrofit	January 2002
San Diego-Coronado Bridge Retrofit	June 2002
Benicia-Martinez Bridge Retrofit	August 2002
SFOBB West Span Seismic Retrofit	June 2004

Summary Status: Construction has been completed on the above-listed projects. The Estimate at Completion amounts shown above include allowances for minor project closeout costs.

Contract Issues: None.

Recent TBPOC Actions: None.

Toll Bridge Seismic Retrofit Program

Other Toll Bridges

Dumbarton and Antioch Bridges

The original design of the Dumbarton and Antioch Bridges were based on design criteria developed after the 1971 San Fernando Earthquake. In the early 1990's, Caltrans determined that these two structures had the seismic resistant features required by the post 1971 codes and were not likely to be vulnerable during a major seismic event. Since that time, Caltrans has pursued an aggressive seismic research program. Based on the results of this program, Caltrans significantly revised its seismic design practice in the late 1990's. Consistent with recommendations by the Caltrans Seismic Advisory Board, Caltrans regularly reassesses the seismic risk and performance of its bridges. Due to the tremendous changes in seismic design practice that have occurred since the design of the Dumbarton and Antioch bridges, a comprehensive assessment of the potential need and scope for seismic retrofit based on current knowledge is advised.

Previous Reports

A number of limited studies have been made of these bridges in the past. However, none of the studies have fully assessed the seismic performance of the structures under current standards.

Vulnerability Studies

In late 2004, Caltrans initiated vulnerability studies on the Dumbarton and Antioch bridges. The purpose of these studies was to determine if the bridges would meet current seismic performance standards. The studies were essentially completed in May 2005. They were not complete global analyses, but rather investigations of selected bents modeled as independent structures. The analyses were limited in scope and based on as-built plans and currently available geotechnical information. The superstructure response was not analyzed.

The Dumbarton and Antioch Bridges have many seismic resistant features, and the results of the vulnerability studies indicate that the bridges should perform well in a moderate seismic event. However, during a major seismic event, some potential vulnerabilities (summarized below) become apparent.

- Foundation response generally governs performance. The piles may plunge axially and potentially cause permanent footing rotations.
- Potentially large foundation displacements and rotations may result in deformations that can't be easily repaired.
- The capacity of the ductile columns is greater than those of the bent cap, pile cap, pile and superstructure. As a result, the latter elements may be damaged in a major event, especially if the foundation is retrofitted.

Given the limitations of the studies, there was insufficient evidence to conclusively determine the performance of the bridges during a maximum credible earthquake (MCE). While the Dumbarton and Antioch bridges may meet performance standards, a more comprehensive technical study is necessary to understand the performance of these structures during an MCE event. A study of this level is necessary to accurately determine the structures' response and to develop any necessary retrofit strategies. A comprehensive geotechnical study using the latest analysis techniques is likely necessary in order to perform this level of analysis.

Sensitivity Analysis

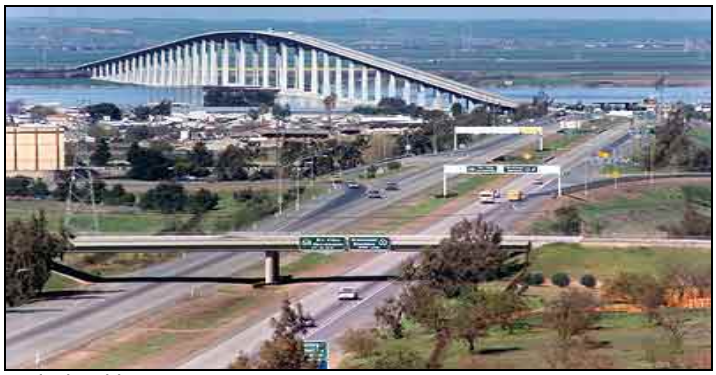
As a follow-up to the Vulnerability Study, a sensitivity analysis was completed on a single representative bent used in the Vulnerability Study (Bent 23 of the Dumbarton Bridge). The goal of the analysis is to determine the structural response associated with uncertainties in the geotechnical data. An envelope of soil conditions (best-case and worst-case scenarios) was used in the analysis. The results of the Sensitivity Analysis will be used to determine the scope and value of conducting further geotechnical studies.

The preliminary results from the sensitivity analysis indicate that the seismic response of the bridge is largely dependant on the soil conditions and that a comprehensive geotechnical investigation is essential for understanding the bridge's performance during a major seismic event. A work plan was developed to assess the extent of geotechnical work needed for a refined seismic analysis and to assess the required performance levels for each structure. Caltrans has completed the value analysis to scope the geotechnical investigation that will be required to complete the strategy. The final report was issued on July 24, 2006.

Cost and Schedule

A preliminary cost estimate, schedule, and initial risk analysis have been developed to complete a comprehensive seismic analysis for each bridge. The preliminary estimate and schedule were developed as a baseline that assumed a complete geotechnical and geophysical investigation would be required at each bridge.

At its June 14, 2006 meeting, the Bay Area Toll Authority (BATA) approved the $17.8 million that is necessary to proceed with this comprehensive seismic analysis. The BATA Oversight Committee selected Earth Mechanics as the Consultant for the Phase 1 Geotechnical Investigation at their September 13, 2006 meeting. BATA entered into a contract with the Consultant on September 26, 2006. The geotechnical and geophysical investigation began on December 6, 2006. The drilling operation is in progress for the geotechnical and geophysical investigation at the bridges, and Caltrans has begun the seismic analysis to complete the seismic strategy for both bridges.



Antioch Bridge

Dumbarton Bridge

PROJECT / CONTRACT REPORTS

Regional Measure 1 Program

New Benicia-Martinez Bridge Project Summary

- New Benicia-Martinez Bridge Contract
- Other Contracts and Related Project Activities

New Carquinez Bridge Project

Richmond-San Rafael Bridge Deck Overlay Project

Interstate 880 / State Route 92 Interchange Reconstruction

Other Completed Regional Measure 1 Projects

- San Mateo–Hayward Bridge Widening Project
- Richmond Parkway Project
- Bayfront Expressway Widening Project
- Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation Project

Regional Measure 1 Program

New Benicia-Martinez Bridge Project Summary

Project Description: The new Benicia-Martinez Bridge project constructs a new parallel bridge just east of the existing bridge. The project will include reconstructed interchanges to the north and south of the bridges and a new toll plaza and administration building in Martinez.

New Benicia-Martinez Bridge Project Cost Summary ($Millions)

Contract	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (11/2006)	Cost To Date (10/2006)	Cost Forecast (11/2006)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	157.1	24.8	181.8	159.2	181.8	-
Right-of-Way and Others	20.4	(0.1)	20.3	12.3	20.3	-
Capital Outlay						-
New Bridge	672.0	107.3	779.3	707.5	779.3	-
I-680/I-780 Interchange Replacement	76.3	16.1	92.4	80.4	92.4	-
I-680/Marina Vista Interchange Reconstruction	51.5	8.1	59.6	54.7	59.6	-
New Toll Plaza	24.3	2.0	26.3	22.0	26.3	-
Existing Bridge & Interchange Modifications	17.2	10.9	28.1	-	28.1	-
Other	20.3	(1.3)	19.0	15.2	19.0	-
Project Reserve	20.8	35.3	56.2	-	56.2	0.0
TOTAL	1,059.9	203.1	1,263.0	1,051.3	1,263.0	0.0

Note: Details may not sum to totals due to rounding effects.
** The budget and estimate at completion includes approximately $33 million in non-toll bridge funds (Proposition 192 and SHOPP).*

New Benicia-Martinez Bridge Project Schedule Summary

Contract	BATA Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (11/2006)	Contract Complete Schedule Forecast (11/2006)	Schedule Variance (Months)
I-680/Marina Vista Interchange Reconstruction	March 2006	1	April 2006	April 2006	-
New Toll Plaza	June 2006	-	June 2006	January 2007	7
New Benicia-Martinez Bridge	December 2007	-	December 2007	December 2007	-
I-680/I-780 Interchange Replacement	December 2007	-	December 2007	February 2008	2
Open to Traffic	December 2007	-	December 2007	December 2007	-
Existing Bridge & Interchange Modifications	December 2009	-	December 2009	December 2009	-

**See page 45 for an explanation of change in schedule forecast.*

Project Status: All major construction projects necessary to open the bridge are currently in construction. Numerous foundation and superstructure issues have significantly delayed the new bridge contract. See the following contract detail pages for more information. Note that the remaining expenditures required on the "Right-of-Way and Others" category represent environmental permitting and mitigation.

Project Issues

Issue	Mitigating Action
To open the bridge, Caltrans must coordinate opening and close-out activities among the different contractors that will be active on the project. These activities, including structural bridge and electrical tie-ins, have been complicated by the delays to the new bridge. As identified in Caltrans Risk Management Plan, these delays may also further escalate support and material costs on the project.	Based on the Caltrans Risk Management Plan, BATA has budgeted a program contingency to fund these potential increases. Caltrans is also completing a comprehensive schedule of all activities necessary to open the new bridge to traffic. As necessary, Caltrans will be negotiating with their contractors to resolve any final opening and close-out activities to open the bridge.

Recent TBPOC Actions: See the following contract detail pages for more information.

Project Photographs

Benicia-Martinez Toll Plaza Canopy Progress Photo 1

Benicia-Martinez Toll Plaza Canopy Progress Photo 2

Operations Building & Courtyard looking west

Toll Plaza Administration Building

Project Photographs Cont'd.

Aerial Photo of the Benicia-Martinez Bridges

Barrier Rail Construction at New Bridge Photo 1

Barrier Rail Construction at New Bridge Photo 2

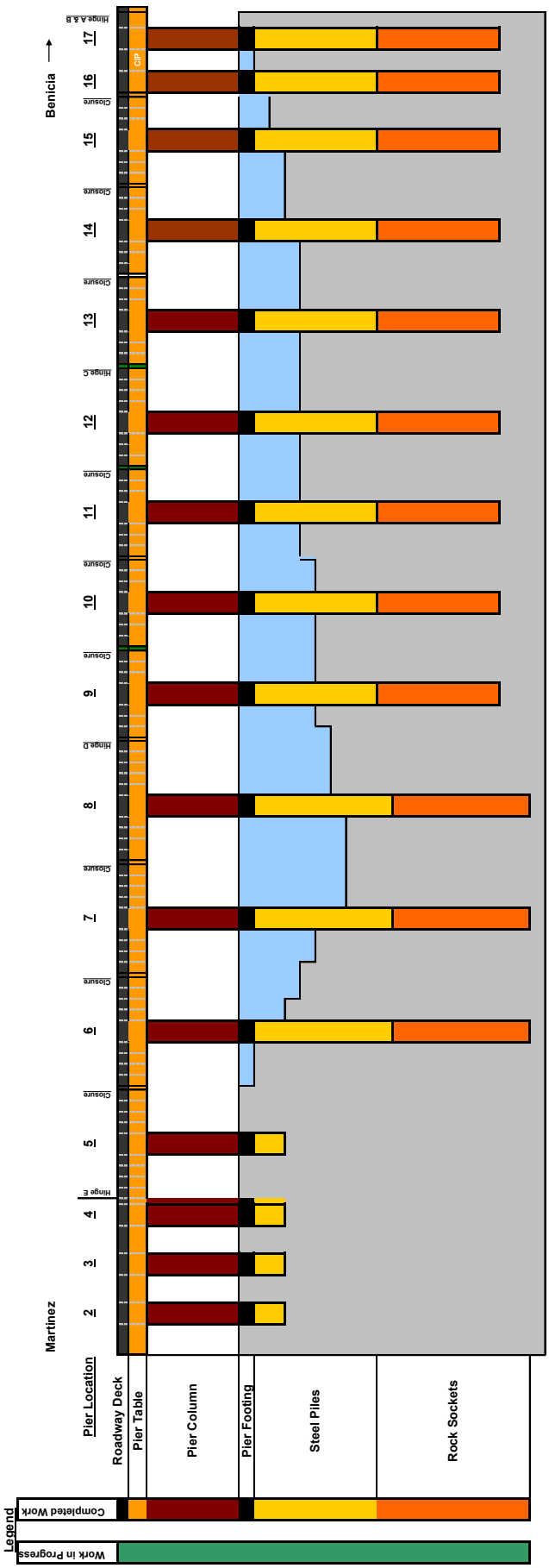
Benicia-Martinez Progress Photo 1

Benicia-Martinez Progress Photo 2

Benicia-Martinez Progress Photo 3

New Benicia-Martinez Bridge Progress Diagram

December 2006



Notes:

1. Abutment 1 and Piers 2 through 5 are on land and have 66 piles. All piles, footings, columns and pier tables are complete. The superstructure is complete from Abutment 1 to Pier 4.
2. Piers 6 through 17 are located in the water and have 8 to 9 piles and rock sockets each - a total of 99. All 99 piles have been driven to their required depth and all 99 rock sockets have been installed.
3. Piers 6 through 17 have two-part footings. Piers 6, 16 and 17 have a cast-on-location tower section and a cast-in-place (CIP upper section, which are lowered onto the piles. All three footings are complete. Piers 7 through 15 have a precast lower section that is set on the piles and a cast-in-place (CIP) upper section. All nine precast footings have been set and all CIP footings are complete.
4. All Stage 2 footings have been poured and stressed.
5. All pier tables are complete as of the end of May 2006.
6. Piers 4 through 15 have 344 cast-in-place cantilevered superstructure segments. All of the three-hundred and forty-four (344) segments (100%) have been cast to-date. Hinges A, B, E and D are completed and Hinge C is still in progress. Six span closures (5, 6, 7, 9, 10 and 15) have been poured. Three (3) span closures remain to be done. Span 13 closure will be the last scheduled to be poured on 12/20/06.
7. The cast-in-place on falseworks superstructure south of Pier 4 is substantially complete, except for the bridge deck repair work, which are still to be done. The structure north of Pier 15 is substantially complete, including the lower and the upper hinge seats at Hinges A and B.

Regional Measure 1 Program

New Benicia-Martinez Bridge Project

NEW BENICIA-MARTINEZ BRIDGE CONTRACT

Contract Description: The new bridge contract constructs a new cast-in-place segmentally constructed reinforced concrete bridge just east of the existing bridge. The new bridge will carry five lanes of eastbound I-680 traffic towards Benicia.

New Benicia-Martinez Bridge Cost Summary ($Millions)

Contract	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (11/2006)	Cost To Date (10/2006)	Cost Forecast (11/2006)	Variance
a	b	c	d = b + c	e	f	g = f - d
New Benicia-Martinez Bridge						
Capital Outlay Support	84.9	7.7	92.6	80.3	92.6	-
Capital Outlay Construction	672.0	107.3	779.3	707.5	779.3	-
TOTAL	756.9	115.0	871.9	787.8	871.9	-

Note: Details may not sum to totals due to rounding effects.

New Benicia-Martinez Bridge Schedule Summary

Contract	BATA Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (11/2006)	Contract Complete Schedule Forecast (11/2006)	Schedule Variance (Months)
New Benicia-Martinez Bridge	December 2007	-	December 2007	December 2007	-

Contract Status: The contract is 91% complete based on the current revised schedule. All substructure and column work have been completed. Superstructure work continues throughout the project. For the cast-in-place portion of the bridge over the straits (Frames 2 and 3), all 11 of the pier tables and all 344 segments have been completed. Hinge E, connecting Frames 4 and 3 between Piers 4 and 5; Hinge D, connecting Frames 2 and 3 between Piers 8 and 9, and Hinges A & B, connecting Frame 1 with the C. C. Myers, Inc. I-680/780 connector bridges, have been completed. Hinge C is completely poured out. The remaining work consists of plate girder and bearing installation, which will continue through December 2006. Concrete closure pours on Spans 5, 6, 7, 10, 14 and 15 of the New Benicia-Martinez Bridge, which links the individual piers together into a frame, have been poured. The closure formwork has been hoisted into position at Spans 9 and 11. The closure formwork at Span 13 will be hoisted into position on 12/12/06 and poured 12/20.06, which will be the last closure to be done.

For the cast-on-falsework structures (Frames 1 and 4), work on Frame 4 on the south side of the straits is complete. Polyester concrete patches will be needed on the bridge deck around Pier 3, due to poor quality of surface concrete after grinding. A repair plan submittal for the polyester concrete patches has been reviewed but will not be approved until additional information and testing can be performed. On Frame 1, the structure is complete and has been stressed. Falsework removal is now complete. The Contractor continues to demobilize winches and other miscellaneous equipment. Some problems with the finishing of the Span 15 top deck occurred, so a similar repair to Frame 4 top deck will be required.

Other on-going project work includes work on the interior and exterior finishes at Piers 6, 9 and 14, installation of rails and maintenance travelers, and installation of pier table fixed platform beams at various piers, and installation of rebar, forms and pour barrier rails throughout the new bridge.

Consistent with BATA's Fastrak strategic plan, plans are progressing for the implementation of open road tolling at the toll plaza, which will involve the demolition of the toll booths. Caltrans received from Kiewit Pacific the cost proposal for the work in the amount of $5.3M, which included their Office Relocation cost on 11/9/06. A CCO is currently being processed for the amount of $4.83M, which excludes an office relocation cost of $223,488. Addendum # 3, which is mostly electrical changes was issued to the Contractor for pricing. This addendum # 3 and other design changes that are still being made will be treated as a Supplement to the CCO that is currently being processed

Contract Issues: None

Recent TBPOC Actions: TBPOC recently approved budget for the CCO #164 the amount of $4.83M plus $500K for additional contingency.

Regional Measure 1 Program

New Benicia-Martinez Bridge Project Summary

OTHER CONTRACTS AND RELATED PROJECT ACTIVITIES

Contract Description: Contracts related to the new Benicia-Martinez Bridge project involve the construction of a new toll plaza south of the new bridge in Contra Costa County with 17 toll booths, including two high-occupancy vehicle (HOV) bypass lanes, and the reconstruction of the I-680/Marina Vista Road and I-680/I-780 interchanges.

Other Contracts and Related Activities Cost Summary ($Millions)

Contract	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (11/2006)	Cost To Date (10/2006)	Cost Forecast (11/2006)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	72.2	17.0	89.2	78.9	89.2	-
Right-of-Way and Environmental Mitigation	20.4	(0.1)	20.3	12.3	20.3	-
Capital Outlay Construction						
I-680/I-780 Interchange Replacement	76.3	16.1	92.4	80.4	92.4	-
I-680/Marina Vista Interchange Reconstruction	51.5	8.1	59.6	54.7	59.6	-
New Toll Plaza	24.3	2.0	26.3	22.0	26.3	-
Existing Bridge & Interchange Modifications	17.2	10.9	28.1	-	28.1	-
Others	20.3	(1.3)	19.0	15.2	19.0	-
Total Capital Outlay Construction	189.6	35.8	225.4	172.3	225.4	-
TOTAL	282.2	52.7	334.9	263.5	334.9	-

Note: Details may not sum to totals due to rounding effects.

Other Contracts and Related Activities Schedule Summary

Contract	BATA Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (11/2006)	Contract Complete Schedule Forecast (11/2006)	Schedule Variance (Months)
I-680/Marina Vista Interchange Reconstruction	March 2006	1	April 2006	April 2006	-
New Toll Plaza	June 2006	-	June 2006	January 2007	7
I-680/I-780 Interchange Replacement	December 2007	-	December 2007	February 2008	2
Existing Bridge & Interchange Modifications	December 2009	-	December 2009	December 2009	-

Contract Status:

Toll Plaza and Administration Building: The contract is 98% complete based on contractor payment. The Contractor is continuing work throughout the toll plaza area. Punchlist for architectural, electrical and mechanical correction work is on-going for the Operations Building, Toll Plaza and Courtyard. Panel installation continued for the lower level columns at the Operations Building and fascia panel installation also continued at the Retaining Wall # 3 at the Courtyard. A number of notices of potential claim that have been filed by the Contractor remain to be resolved, but this will have no impact on the bridge Open-to-Traffic date. Resident Engineer's estimated date for completion is now forecast for January 15, 2007, due to some aluminum panels for the lower level columns at the Operations Building and the Courtyard have been rejected and will be replaced.

I-680/I-780 Interchange: The contract remains approximately 95% complete based on the current revised schedule. To-date, all of the bridge structures are substantially complete, except for barrier rails works and stripping of falsework at Span 17. Work on the Drainage System 17 was completed. The electrical sub-contractor, Bleyco, continued to install cable tray in the Benicia-Martinez Approach Structure (Br. No. 23-0215R). Final electrical work for the new Benicia-Martinez Bridge and the interchange will not be completed until after the new bridge is complete.

I-680/Marina Vista Interchange: The contract is 100% complete as of April 28, 2006, and has been accepted by Caltrans. The Contractor received the Proposed Final Estimate (PFE) on August 14, 2006 for review and acceptance. Caltrans received the PFE letter from the Contractor on September 13, 2006, with a list of exceptions (claims) to the PFE. A semi-final estimate was run on October 11, 2006 to compensate for all the issues that Caltrans determined to have merits in the list of exceptions to the PFE. At the same time, Caltrans responded to the exception list on October 12, 2006. Pay item issues that have been resolved in the semi-final estimate are going to be paid in another semi-final estimate this month. All remaining issues which are currently being negotiated and settled will be issued with a contract change order and completes the Proposed Final Estimate (PFE) for the project.

Wetland Mitigation: The contract is 100% complete. The Contract Completion Acceptance (CCA) was submitted to Caltrans Headquarters for their approval on March 3, 2006. The Proposed Final Estimate (PFE) has been reviewed and accepted by the Contractor.

Contract Issues: None

Recent TBPOC Actions: In November 2006, the TBPOC approved the amount of $4.83 plus $500K of additional contingency for the Benicia-Martinez Bridge Project CCO to cover ORT work and other work required to open the bridge to traffic.

Regional Measure 1 Program

New Carquinez Bridge Project

Project Description: The new Carquinez Bridge project involves constructing a new suspension bridge west of the existing bridges with four westbound lanes and a bicycle/pedestrian lane and demolishing the existing 1927 bridge.

New Carquinez Bridge Cost Summary ($Millions)

Contract	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (11/2006)	Cost To Date (10/2006)	Cost Forecast (11/2006)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	124.4	(1.1)	123.3	117.5	123.2	(0.1)
Capital Outlay Construction						
Replacement Bridge	253.3	4.0	257.3	256.9	257.3	-
South Interchange Reconstruction	73.9	-	73.9	71.9	73.9	-
Existing 1927 Bridge Demolition	35.2	-	35.2	21.0	35.2	-
Other	29.3	(0.7)	28.6	25.2	28.4	(0.2)
Project Reserve	12.1	(2.2)	9.9	-	10.2	0.3
TOTAL	528.2	-	528.2	492.5	528.2	(0.0)

Note: Details may not sum to totals due to rounding effects.

New Carquinez Bridge Schedule Summary

Contract	BATA Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (11/2006)	Contract Complete Schedule Forecast (11/2006)	Schedule Variance (Months)
New Carquinez Bridge	December 2003*	-	December 2003*	December 2003*	-
1927 Carquinez Bridge Demolition	December 2007	-	December 2007	December 2007	-
Landscaping	August 2011	-	August 2011	August 2011	-

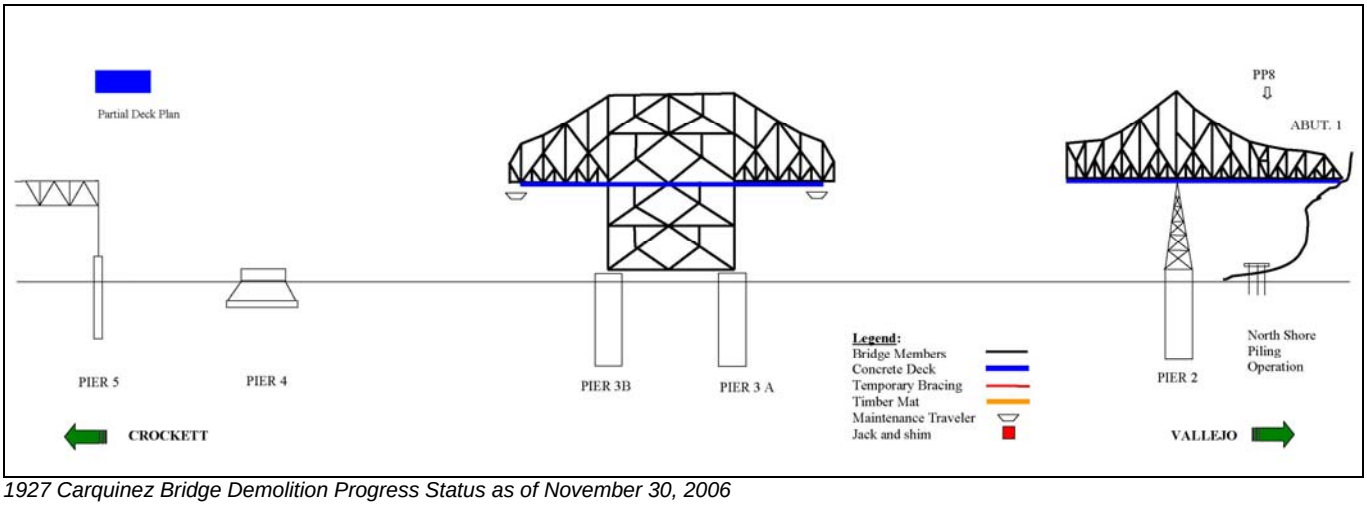
** The date shown is for the opening of the bridge to traffic.*

Project Status: The new replacement bridge and all its approaches have been completed and opened to traffic. The demolition contract to remove the 1927 bridge is approximately 58% complete based on schedule. However, based on payment, this contract is 72% complete in that the greatest pay items involved the 1958 bridge approach deck replacement, which has been completed. To-date, demolition of Units 1, 2, 3 and 7 of the 1927 bridge have been completed. Demolition work has been resumed at Units 4 and 6. Stairs were installed at Unit 9 to access panel points 2, 4 and 6. Falsework for Unit 1 has been removed and will be relocated to Unit 9. Contractor is currently working on temp support at Unit 9. The demolition of the 1927 bridge approach structure has started this month, and which will go on for an approximate duration of 6 months.

Project Issues:

Issue	Mitigating Action
Contractor has not yet formally stated the schedule impact of the 3-month work suspension related to the unanticipated buckling of eye bars during the demolition of Units 3 and 7.	Caltrans will continue to communicate to the Contractor the need to submit the TIA. Caltrans will then evaluate it to establish a basis for negotiations. The resulting CCO should have no impact to the contract or overall project budget.

Project Photographs



1927 Carquinez Bridge Demolition Progress Status as of November 30, 2006

Carquinez Bridge Progress Photo 1

Carquinez Bridge Progress Photo 2

Carquinez Bridge Progress Photo 3


Carquinez Bridge Progress Photo 4


Carquinez Bridge Progress Photo 5


Carquinez Bridge Progress Photo 6

Carquinez Bridge Progress Photo 7

Carquinez Bridge Progress Photo 8

Regional Measure 1 Program

Richmond-San Rafael Bridge (RSRB) Deck Overlay Project

Project Description: Rehabilitate the existing concrete deck on the bridge, damaged due to traffic and exposure to a marine environment.

RSRB Deck Overlay Cost Summary ($Millions)

Contract	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (11/2006)	Cost To Date (10/2006)	Cost Forecast (11/2006)	Variance
a	b	c	d = b + c	e	f	g = f - d
RSR Deck Overlay						
Capital Outlay Support	8.0	(3.5)	4.5	2.7	4.5	-
Capital Outlay Construction	16.9	3.6	20.5	12.4	20.5	-
Project Reserve	0.1	(0.1)	-	-	-	-
TOTAL	25.0	-	25.0	15.1	25.0	-

Note: Details may not sum to totals due to rounding effects.

RSRB Deck Overlay Schedule Summary

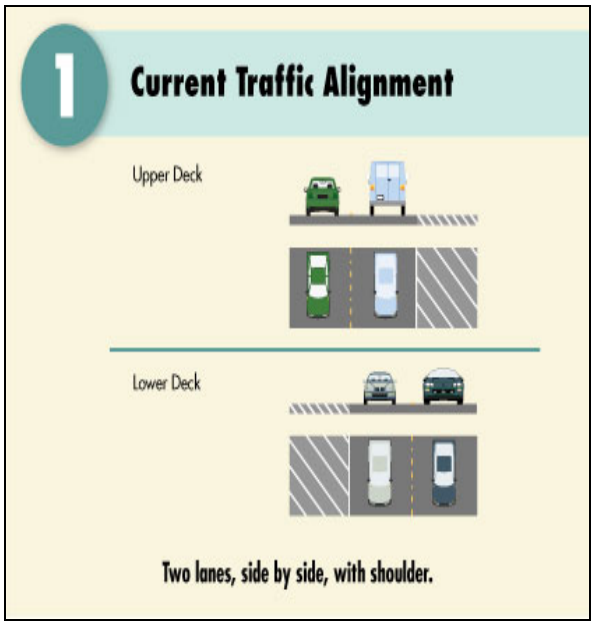
Project	BATA Project Completion Baseline (07/2005)	Approved Changes (Months)	Project Complete Current Approved Schedule (11/2006)	Contract Complete Schedule Forecast (11/2006)	Schedule Variance (Months)
Richmond-San Rafael Bridge Deck Overlay Rehabilitation	January 2007	-	January 2007	January 2007	-

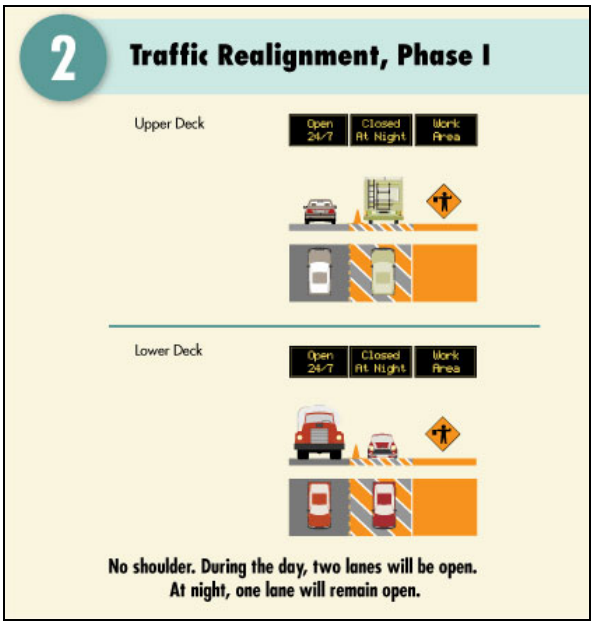
Project Status: Construction work started on August 2, 2006. All lanes on the bridge have been completed with polyester overlay. Striping and finger joint repair is also completed; as is all construction work, which was finished on November 22, 2006. Removal of construction area signs was done during the week of November 28, 2006. As of December 1, 2006, all construction work has been accepted.

Project Issues:

Project Photographs

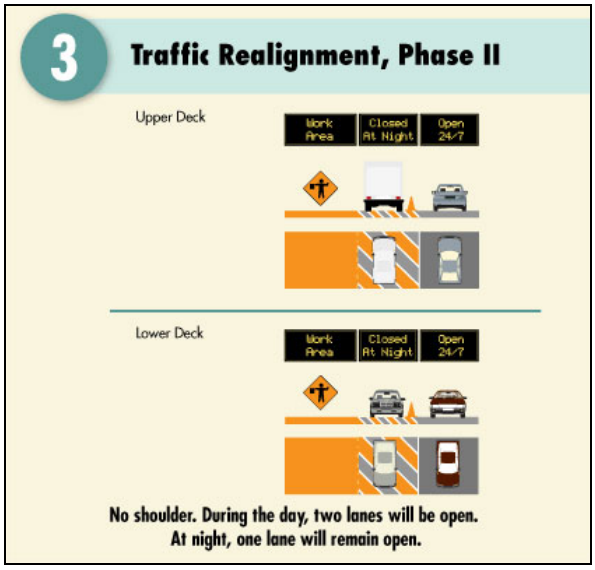
RSR Concrete Deck Overlay

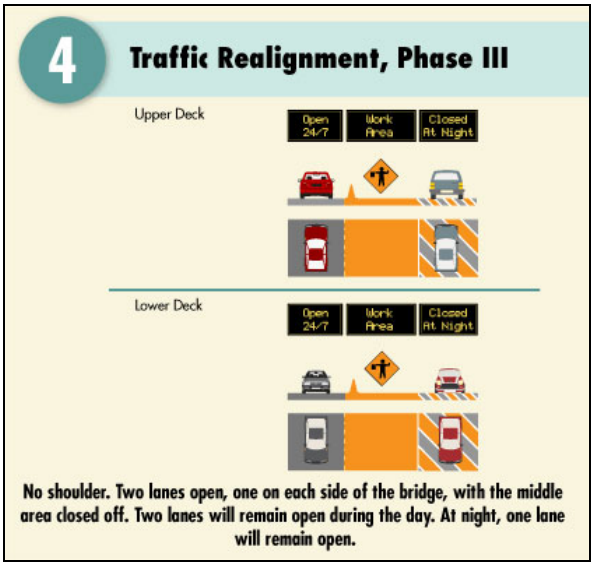




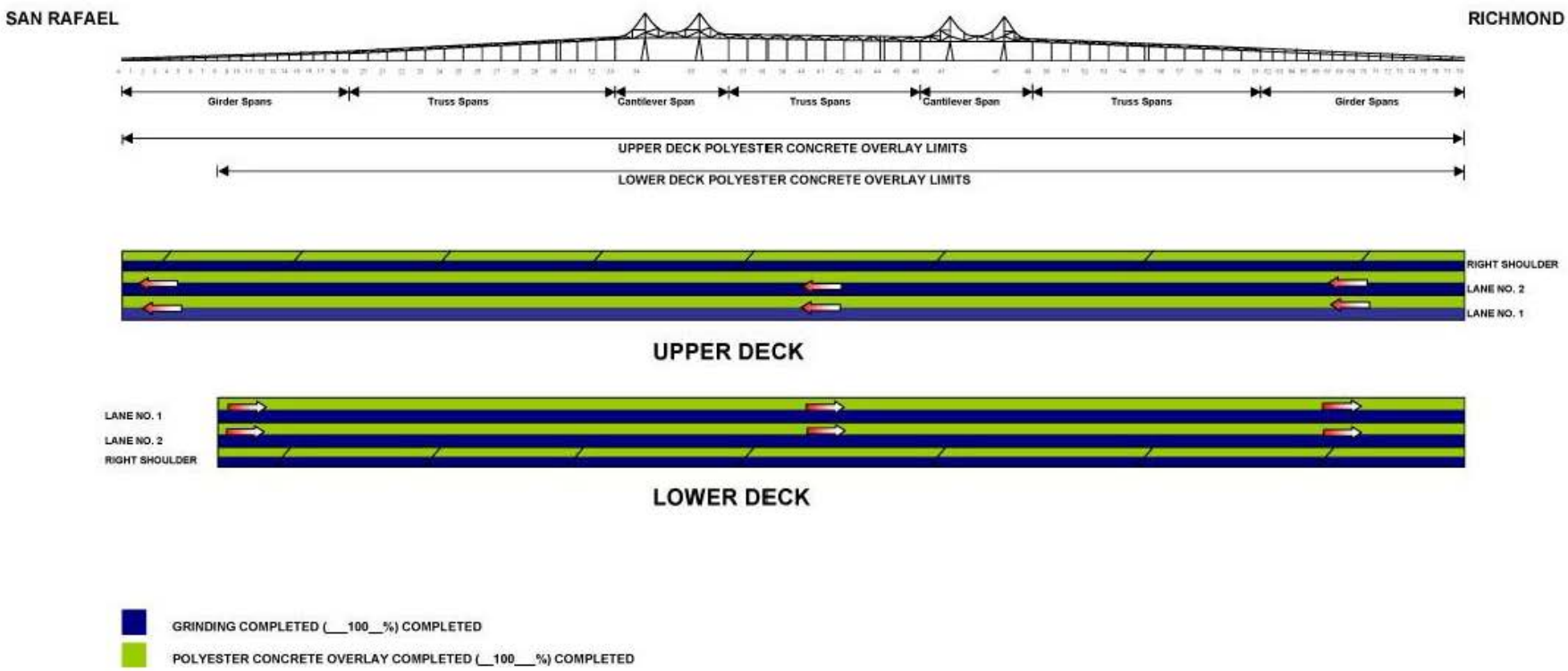
Richmond San Rafael Deck Overlay Project

Phasing of Work





RICHMOND-SAN RAFAEL BRIDGE
CONTRACT No. 04-041524
(Progress as of 11-2-06)



Regional Measure 1 Program

Interstate 880/State Route 92 Interchange Reconstruction Project

Project Description: Modify the existing cloverleaf interchange to increase capacity and improve safety and traffic operations.

Interstate 880/State Route 92 Interchange Cost Summary ($Millions)

Contract	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (11/2006)	Cost To Date (10/2006)	Cost Forecast (11/2006)	Variance
a	B	c	d = b + c	e	f	g = f - d
I-880/SR-92 Interchange Improvement						
Capital Outlay Support	28.8	-	28.8	30.1	51.7	22.9
Capital Outlay Construction	94.8	-	94.8	-	122.5	27.7
Capital Outlay Right-of-Way	9.9	-	9.9	8.0	12.4	2.5
Project Reserve	0.3	-	0.3	-	9.7	9.4
TOTAL	133.8	-	133.8	38.1	196.3	62.5

Note: Details may not sum to totals due to rounding effects. $9.6 million in ACTA funds included under Capital Outlay Construction. $3.7 million included in Capital Outlay Construction for separate landscape contract.

Interstate 880/State Route 92 Interchange Schedule Summary

Project	BATA Project Completion Baseline (07/2005)	Approved Changes (Months)	Project Complete Current Approved Schedule (11/2006)	Contract Complete Schedule Forecast (11/2006)	Schedule Variance (Months)
I-880/SR-92 Interchange Reconstruction	December 2010	-	December 2010	June 2011	7

Project Status: Formal Risk Advertisement was approved by Caltrans. Risk Advertisement is scheduled for January 8, 2007. Bid opening scheduled for April 11, 2007. PS&E was approved by Caltrans at the end October 2006. Formal Risk Advertisement approval by Caltrans is expected to occur in December 2006, pending approval of the construction capital fund allocation plan. It is proposed to allocate the construction funds after the bids are opened. Risk Advertisement target date is early December 2006. Right-of-way acquisition is still in progress. Outstanding parcels include the Union Pacific Railroad parcel, a gas station parcel at Route 92 and Santa Clara St., and the parcels affected by the utility underground along Lindenwood Way. Right of way certification target date is early April 2007. Bids would open shortly afterwards, at which time BATA will take budget update actions as needed. Begin construction target date is June 2007. Construction duration is expected to be four (4) years.

Project Issues:

Issue	Mitigating Action
The forecast schedule included an aggressive schedule for right-of-way acquisition that provided for 18 months to clear numerous parcels in the project area. Additional time will be required to negotiate with parcel owners and the railroad complete property acquisition.	Delays in right-of-way acquisitions are impacting the advertisement and construction of the project. BATA and Caltrans are reviewing methods to accelerate the right-of-way procurement and begin the project. Also, the construction contract will be advertised with an A+B specification, which could reduce the construction duration and partially recover the project schedule.
Bids received on the I-238 Widening contract indicates that the construction estimate may be higher than currently forecasted, from $196.3 million to $216.8 million.	Caltrans and BATA will perform a further in-depth review of the estimated costs of major contract items.

Regional Measure 1 Program

Other Completed Regional Measure 1 (RM1) Projects

Summary Description: Other completed Regional Measure 1 projects are the following: (a) Widen the San Mateo-Hayward Bridge along its low-trestle section and its eastern approach, (b) Widen the Bayfront Expressway (SR 84) from the Dumbarton Bridge to the U.S. 101/Marsh Road interchange, (c) Construct an eastern approach (Richmond Parkway) between the Richmond-San Rafael Bridge and Interstate 80 near Pinole, and (d) Modify the U.S. 101/University Avenue interchange, (e) Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation Project.

Other Completed RM1 Projects Cost Summary ($Millions)

Contract	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (11/2006)	Cost To Date (10/2006)	Cost Forecast (11/2006)	Variance
a	B	c	d = b + c	e	f	g = f - d
San Mateo-Hayward Bridge Widening Project	217.8	-	217.8	208.6	211.9	(5.9)
Bayfront Expressway Widening Project	36.1	-	36.1	33.1	36.1	-
Richmond Parkway Project	5.9	-	5.9	3.9	5.9	-
U.S. 101/University Interchange	3.8	-	3.8	3.7	3.8	-
RSR Trestle, Fender, and Joint Rehabilitation	102.1	-	102.1	80.0	97.1	(5.0)
TOTAL	365.7	-	365.7	329.3	354.8	(10.9)

Schedule Summary

Project	Actual Project Completion Date
Richmond Parkway Project	May 2001
San Mateo-Hayward Bridge Widening Project	February 2003
Bayfront Expressway Widening Project	January 2004
U.S. 101/University Interchange	April 2004
Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation	August 2005

Project Status: Construction has been completed on the above listed contracts.

Project Issues: None.

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APPENDICES

** Cost forecasts shown herein are as of June 30, 2006. Forecasts for the Monthly Reports are generally updated on a quarterly basis in conjunction with Risk Analysis assessments for the TBSRP Projects and the TBSRP Quarterly Reports.*

Appendix A: Toll Bridge Seismic Retrofit Program ($Millions)

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Cost Detail

Contract	EA Number	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (09/2006)	Cost To Date (09/2006)	Cost Forecast (09/2006)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h =g - e
San Francisco-Oakland Bay Bridge East Span Replacement Project							
East Span - Skyway	**01202X**						
Capital Outlay Support		197.0	-	197.0	147.7	197.0	-
Capital Outlay Construction		1,293.0	-	1,293.0	1,092.4	1,293.0	-
Total		1,490.0	-	1,490.0	1,240.1	1,490.0	-
East Span - SAS Superstructure	**0120FX**						
Capital Outlay Support		214.6	-	214.6	24.3	214.6	-
Capital Outlay Construction		1,753.7	-	1,753.7	141.2	1,767.4	13.7
Total		1,968.3	-	1,968.3	165.5	1,982.0	13.7
East Span - SAS E2/T1 Foundations	**0120EX**						-
Capital Outlay Support		52.5	-	52.5	14.5	52.5	-
Capital Outlay Construction		313.5	-	313.5	169.2	313.5	-
Total		366.0	-	366.0	183.7	366.0	-
SAS W2 Foundations	**0120CX**						
Capital Outlay Support		10.0	-	10.0	9.2	10.0	-
Capital Outlay Construction		26.4	-	26.4	25.8	26.4	-
Total		36.4	-	36.4	35.0	36.4	-
YBI Transition Structures	**0120PX**						
Capital Outlay Support		78.7	-	78.7	10.6	78.7	-
Capital Outlay Construction		299.3	-	299.3	-	318.5	19.2
Total		378.0	-	378.0	10.6	397.2	19.2
Oakland Touchdown (see notes below)	**01204X**						
Capital Outlay Support		74.4	-	74.4	22.1	92.1	17.7
Capital Outlay Construction		283.8	-	283.8	-	302.5	18.7
Total		358.2	-	358.2	22.1	394.6	36.4
*** OTD Submarine Cable**	**0120K4**						
Capital Outlay Support					0.2	3.0	
Capital Outlay Construction					-	9.6	
Total					0.2	12.6	
*** OTD No. 1 (Westbound)**	**0120L4**						
Capital Outlay Support					1.9	49.9	
Capital Outlay Construction					-	226.5	
Total					1.9	276.4	
*** OTD No. 2 (Eastbound)**	**0120M4**						
Capital Outlay Support					0.2	15.8	
Capital Outlay Construction					-	62.0	
Total					0.2	77.8	
*** OTD Electrical Systems**	**0120N4**						
Capital Outlay Support					-	1.4	
Capital Outlay Construction					-	4.4	
Total					-	5.8	

Notes: **Oakland Touchdown Cost-to-Date and Cost Forecast includes prior-to-split Capital Outlay Support Costs.**

Note: Details may not sum to totals due to rounding effects.

Appendix A: Toll Bridge Seismic Retrofit Program ($Millions)

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Cost Detail (Cont'd.)

Contract	EA Number	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (09/2006)	Cost To Date (09/2006)	Cost Forecast (09/2006)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h =g - e
YBI South/South Detour	**0120RX**						
Capital Outlay Support		29.5	-	29.5	16.6	29.5	-
Capital Outlay Construction		131.9	-	131.9	35.3	152.2	20.3
Total		161.4	-	161.4	51.9	181.7	20.3
Existing Bridge Demolition	**01209X**						
Capital Outlay Support		79.7	-	79.7	0.2	79.7	-
Capital Outlay Construction		239.2	-	239.2	-	222.0	(17.2)
Total		318.9	-	318.9	0.2	301.7	(17.2)
YBI/SAS Archeology	**01207X**						
Capital Outlay Support		1.1	-	1.1	1.1	1.1	-
Capital Outlay Construction		1.1	-	1.1	1.1	1.1	-
Total		2.2	-	2.2	2.2	2.2	-
YBI - USCG Road Relocation	**0120QX**						
Capital Outlay Support		3.0	-	3.0	2.7	3.0	-
Capital Outlay Construction		3.0	-	3.0	2.8	3.0	-
Total		6.0	-	6.0	5.5	6.0	-
YBI - Substation and Viaduct	**0120GX**						
Capital Outlay Support		6.5	-	6.5	6.4	6.5	-
Capital Outlay Construction		11.6	-	11.6	11.3	11.6	-
Total		18.1	-	18.1	17.7	18.1	-
Oakland Geofill	**01205X**						-
Capital Outlay Support		2.5	-	2.5	2.5	2.5	-
Capital Outlay Construction		8.2	-	8.2	8.2	8.2	-
Total		10.7	-	10.7	10.7	10.7	-
Pile Installation Demonstration Project	**01208X**						
Capital Outlay Support		1.8	-	1.8	1.8	1.8	-
Capital Outlay Construction		9.2	-	9.2	9.2	9.2	-
Total		11.0	-	11.0	11.0	11.0	-
Stormwater Treatment Measures	**0120JX**						
Capital Outlay Support		6.0	-	6.0	5.3	6.0	-
Capital Outlay Construction		15.0	-	15.0	3.4	15.0	-
Total		21.0	-	21.0	8.7	21.0	-
Right-of-Way and Environmental Mitigation	**0120X9**						
Capital Outlay Support		-	-	-	-	-	-
Capital Outlay & Right-of-Way		72.4	-	72.4	38.8	72.4	-
Total		72.4	-	72.4	38.8	72.4	-
	04343X & 04300X						
Sunk Cost - Existing East Span Retrofit							
Capital Outlay Support		39.5	-	39.5	39.5	39.5	-
Capital Outlay Construction		30.8	-	30.8	30.8	30.8	-
Total		70.3	-	70.3	70.3	70.3	-
Other Capital Outlay Support							
Environmental Phase		97.7	-	97.7	97.7	97.7	-
Pre-Split Project Expenditures		44.9	-	44.9	44.9	44.9	-
Non-project Specific Costs		20.0	-	20.0	3.2	20.0	-
Total		162.6	-	162.6	145.8	162.6	-
Subtotal Capital Outlay Support		959.4	-	959.4	450.3	977.1	17.7
Subtotal Capital Outlay Construction		4,492.1	-	4,492.1	1,569.5	4,546.8	54.7
Other Budgeted Capital		35.1	-	35.1	1.5	11.0	(24.1)
Total SFOBB East Span Replacement Project		**5,486.6**	**-**	**5,486.6**	**2,021.3**	**5,534.9**	**48.3**

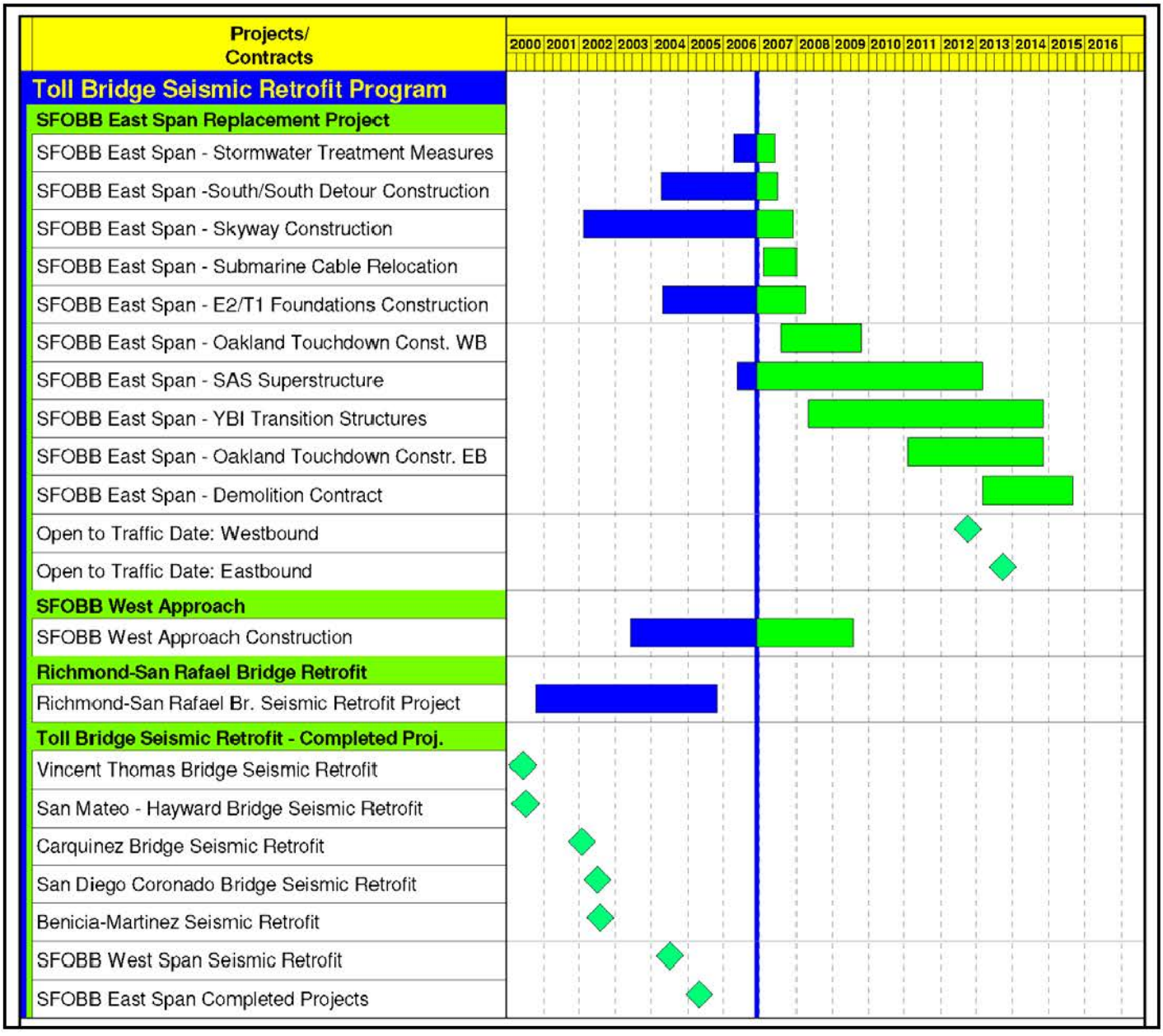
Note: Details may not sum to totals due to rounding effects.

Appendix B: Toll Bridge Seismic Retrofit Program Cost Detail ($Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (09/2006)	Cost To Date (09/2006)	Cost Forecast (09/2006)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
SFOBB East Span Replacement Project						
Capital Outlay Support	959.4	-	959.4	450.3	977.1	17.7
Capital Outlay Construction	4,492.1	-	4,492.1	1,569.5	4,546.8	54.7
Other Budgeted Capital	35.1	-	35.1	1.5	11.0	(24.1)
Total	5,486.6	-	5,486.6	2,021.3	5,534.9	48.3
SFOBB West Approach Replacement						
Capital Outlay Support	120.0	-	120.0	83.6	120.0	-
Capital Outlay Construction	309.0	-	309.0	212.5	309.0	-
Total	429.0	-	429.0	296.1	429.0	-
SFOBB West Span Retrofit						-
Capital Outlay Support	75.0	-	75.0	74.8	75.0	-
Capital Outlay Construction	232.9	-	232.9	226.2	232.9	-
Total	307.9	-	307.9	301.0	307.9	-
Richmond-San Rafael Bridge Retrofit						
Capital Outlay Support	134.0	(7.0)	127.0	125.5	127.0	-
Capital Outlay Construction	780.0	(82.0)	698.0	663.8	698.0	-
Total	914.0	(89.0)	825.0	789.3	825.0	-
Benicia-Martinez Bridge Retrofit						-
Capital Outlay Support	38.1	-	38.1	38.1	38.1	-
Capital Outlay Construction	139.7	-	139.7	139.7	139.7	-
Total	177.8	-	177.8	177.8	177.8	-
Carquinez Bridge Retrofit						
Capital Outlay Support	28.7	-	28.7	28.8	28.7	-
Capital Outlay Construction	85.5	-	85.5	85.4	85.5	-
Total	114.2	-	114.2	114.2	114.2	-
San Mateo-Hayward Bridge Retrofit						-
Capital Outlay Support	28.1	-	28.1	28.1	28.1	-
Capital Outlay Construction	135.4	-	135.4	135.3	135.4	-
Total	163.5	-	163.5	163.4	163.5	-
Vincent Thomas Bridge Retrofit (Los Angeles)						
Capital Outlay Support	16.4	-	16.4	16.4	16.4	-
Capital Outlay Construction	42.1	-	42.1	42.0	42.1	-
Total	58.5	-	58.5	58.4	58.5	-
San Diego-Coronado Bridge Retrofit						
Capital Outlay Support	33.5	-	33.5	33.2	33.5	-
Capital Outlay Construction	70.0	-	70.0	69.4	70.0	-
Total	103.5	-	103.5	102.6	103.5	-
Subtotal Capital Outlay Support	1,433.2	(7.0)	1,426.2	878.8	1,443.9	17.7
Subtotal Capital Outlay	6,286.7	(82.0)	6,204.7	3,143.8	6,259.4	54.7
Subtotal Other Budgeted Capital	35.1	-	35.1	1.5	11.0	(24.1)
Miscellaneous Program Costs	30.0	-	30.0	24.7	30.0	-
Subtotal Toll Bridge Seismic Retrofit Program	7,785.0	(89.0)	7,696.0	4,048.8	7,744.3	48.3
Program Contingency	900.0	89.0	989.0	-	940.7	(48.3)
Total Toll Bridge Seismic Retrofit Program	**8,685.0**	**-**	**8,685.0**	**4,048.8**	**8,685.0**	**-**

Note: Details may not sum to totals due to rounding effects.

Appendix C: Toll Bridge Seismic Retrofit Program Summary Schedule



Appendix D: Regional Measure 1 Program Cost Detail ($Millions)

Project	EA Number	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (10/2006)	Cost To Date (10/2006)	Cost Forecast (10/2006)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h =g - e
New Benicia-Martinez Bridge Project							
New Bridge	**00603_**						
Capital Outlay Support		84.9	7.7	92.6	80.3	92.6	-
Capital Outlay Construction				-			-
BATA Funding		661.9	107.3	769.2	693.6	769.2	-
Non-BATA Funding		10.1	-	10.1	13.9	10.1	-
Subtotal		672.0	107.3	779.3	707.5	779.3	-
Total		756.9	115.0	871.9	787.8	871.9	-
I-680/I-780 Interchange Reconstruction	**00606_**						
Capital Outlay Support							
BATA Funding		24.9	4.0	28.9	27.7	28.9	-
Non-BATA Funding		1.4	5.1	6.5	5.5	6.5	-
Subtotal		26.3	9.1	35.4	33.2	35.4	-
Capital Outlay Construction							
BATA Funding		54.7	16.1	70.8	65.0	70.8	-
Non-BATA Funding		21.6	-	21.6	15.4	21.6	-
Subtotal		76.3	16.1	92.4	80.4	92.4	-
Total		102.6	25.2	127.8	113.6	127.8	-
I-680/Marina Vista Interchange Reconstruction	**00605_**						
Capital Outlay Support		18.3	1.2	19.5	19.6	19.5	-
Capital Outlay Construction		51.5	8.1	59.6	54.7	59.6	-
Total		69.8	9.3	79.1	74.3	79.1	-
New Toll Plaza and Administration Building	**00604_**						
Capital Outlay Support		11.9	3.3	15.2	14.7	15.2	-
Capital Outlay Construction		24.3	2.0	26.3	22.0	26.3	-
Total		36.2	5.3	41.5	36.7	41.5	-
Existing Bridge & Interchange Modifications	**0060A_**						
Capital Outlay Support		4.3	5.7	10.0	5.1	10.0	-
Capital Outlay Construction		17.2	10.9	28.1	-	28.1	-
Total		21.5	16.6	38.1	5.1	38.1	-
Other Contracts	**See note below**						
Capital Outlay Support		11.4	(2.3)	9.1	6.3	9.1	-
Capital Outlay Construction		20.3	(1.3)	19.0	15.2	19.0	-
Capital Outlay Right-of-Way		20.4	(0.1)	20.3	12.3	20.3	-
Total		52.1	(3.7)	48.4	33.8	48.4	-
Subtotal BATA Capital Outlay Support		155.7	19.7	175.3	153.7	175.3	-
Subtotal BATA Capital Outlay Construction		829.9	143.1	973.0	850.5	973.0	-
Subtotal Capital Outlay Right-of-Way		20.4	(0.1)	20.3	12.3	20.3	-
Subtotal Non-BATA Capital Outlay Support		1.4	5.1	6.5	5.5	6.5	-
Subtotal Non-BATA Capital Outlay Construction		31.7	-	31.7	29.3	31.7	-
Project Reserves		20.8	35.3	56.2	-	56.2	-
Total New Benicia-Martinez Bridge Project		**1,059.9**	**203.1**	**1,263.0**	**1,051.3**	**1,263.0**	**-**

Notes: **Includes EA's 00601_, 00608_, 00609_, 0060A_, 0060C_, 0060E_, 0060F_, 0060G_, and 0060H_ and all Project Right-of-Way**

Note: Details may not sum to totals due to rounding effects.

Appendix D: Regional Measure 1 Program Cost Detail ($Millions) (Cont'd.)

Project	EA Number	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (10/2006)	Cost To Date (10/2006)	Cost Forecast (10/2006)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h =g - e
Carquinez Bridge Replacement Project							
New Bridge	**01301_**						
Capital Outlay Support		60.5	(0.3)	60.2	60.1	60.2	-
Capital Outlay Construction		253.3	4.0	257.3	256.9	257.3	-
Total		313.8	3.7	317.5	317.0	317.5	-
Crockett Interchange Reconstruction	**01305_**						
Capital Outlay Support		32.0	(0.1)	31.9	31.9	31.9	-
Capital Outlay Construction		73.9	-	73.9	71.9	73.9	-
Total		105.9	(0.1)	105.8	103.8	105.8	-
Existing 1927 Bridge Demolition	**01309_**						
Capital Outlay Support		16.1	-	16.1	10.7	16.0	(0.1)
Capital Outlay Construction		35.2	-	35.2	21.0	35.2	-
Total		51.3	-	51.3	31.7	51.2	(0.1)
Other Contracts	**See note below**						
Capital Outlay Support		15.8	(0.7)	15.1	14.8	15.1	-
Capital Outlay Construction		18.8	(0.7)	18.1	15.3	17.9	(0.2)
Capital Outlay Right-of-Way		10.5	-	10.5	9.9	10.5	-
Total		45.1	(1.4)	43.7	40.0	43.5	(0.2)
Subtotal BATA Capital Outlay Support		124.4	(1.1)	123.3	117.5	123.2	(0.1)
Subtotal BATA Capital Outlay Construction		381.2	3.3	384.5	365.1	384.3	(0.2)
Subtotal Capital Outlay Right-of-Way		10.5	-	10.5	9.9	10.5	-
Project Reserves		12.1	(2.2)	9.9	-	10.2	0.3
Total Carquinez Bridge Replacement Project		**528.2**	**-**	**528.2**	**492.5**	**528.2**	**-**

Notes: **Other Contracts includes EA's 01302_, 01303_, 01304_, 01306_, 01307_, 01308_, 0130A_, 0130C_, 0130D_ , 0130F_, 0130G_, 0130H_, 0130J_, 00453_, 00493_, 04700_, 00607_, 2A270_, and 29920_ and all Project Right-of-Way**

Note: Details may not sum to totals due to rounding effects.

Appendix D: Regional Measure 1 Program Cost Detail ($Millions) (Cont'd.)

Project	EA Number	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (10/2006)	Cost To Date (10/2006)	Cost Forecast (10/2006)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h =g - e
Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation	**See note [1] below**						
Capital Outlay Support							
BATA Funding		2.2	-	2.2	1.4	2.2	-
Non-BATA Funding		8.6	-	8.6	10.4	10.4	1.8
Subtotal		10.8	-	10.8	11.8	12.6	1.8
Capital Outlay Construction							
BATA Funding		40.2	-	40.2	33.5	33.4	(6.8)
Non-BATA Funding		51.1	-	51.1	34.7	51.1	-
Subtotal		91.3	-	91.3	68.2	84.5	(6.8)
Project Reserves		-	-	-	-	-	-
Total		102.1	-	102.1	80.0	97.1	(5.0)
Richmond-San Rafael Bridge Deck Overlay Rehabilitation	**0415U_**						
Capital Outlay Support							
BATA Funding		4.0	0.5	4.5	2.7	4.5	-
Non-BATA Funding		4.0	(4.0)	-	-	-	-
Subtotal		8.0	(3.5)	4.5	2.7	4.5	-
Capital Outlay Construction		16.9	3.6	20.5	12.4	20.5	-
Project Reserves		0.1	(0.1)	-	-	-	-
Total		25.0	-	25.0	15.1	25.0	-
Richmond Parkway Project (RM 1 Share Only)	**Non-Caltrans**						
Capital Outlay Support		-	-	-	-	-	-
Capital Outlay Construction		5.9	-	5.9	3.9	5.9	-
Total		5.9	-	5.9	3.9	5.9	-
San Mateo-Hayward Bridge Widening	**See note [2] below**						
Capital Outlay Support		34.6	(0.2)	34.4	34.1	34.4	-
Capital Outlay Construction		180.2	(1.1)	179.1	174.0	176.2	(2.9)
Capital Outlay Right-of-Way		1.5	-	1.5	0.5	0.6	(0.9)
Project Reserves		1.5	1.3	2.8	-	0.7	(2.1)
Total		217.8	-	217.8	208.6	211.9	(5.9)
I-880/SR-92 Interchange Reconstruction	**EA's 23317_, 01601_, and 01602_**						
Capital Outlay Support		28.8	-	28.8	30.1	51.7	22.9
Capital Outlay Construction							
BATA Funding		85.2	-	85.2	-	112.9	27.7
Non-BATA Funding		9.6	-	9.6	-	9.6	-
Subtotal		94.8	-	94.8	-	122.5	27.7
Capital Outlay Right-of-Way		9.9	-	9.9	8.0	12.4	2.5
Project Reserves		0.3	-	0.3	-	9.7	9.4
Total		133.8	-	133.8	38.1	196.3	62.5
Bayfront Expressway Widening	**EA's 00487_, 01511_, and 01512_**						
Capital Outlay Support		8.6	(0.3)	8.3	8.1	8.3	-
Capital Outlay Construction		26.5	-	26.5	24.8	26.5	-
Capital Outlay Right-of-Way		0.2	-	0.2	0.2	0.2	-
Project Reserves		0.8	0.3	1.1	-	1.1	-
Total		36.1	-	36.1	33.1	36.1	-
US 101/University Avenue Interchange Modification	**Non-Caltrans**						
Capital Outlay Support		-	-	-	-	-	-
Capital Outlay Construction		3.8	-	3.8	3.7	3.8	-
Total		3.8	-	3.8	3.7	3.8	-
Subtotal BATA Capital Outlay Support		358.3	18.6	376.8	347.6	399.6	22.8
Subtotal BATA Capital Outlay Construction		1,569.8	148.9	1,718.7	1,467.9	1,736.5	17.8
Subtotal Capital Outlay Right-of-Way		42.5	(0.1)	42.4	30.9	44.0	1.6
Subtotal Non-BATA Capital Outlay Support		14.0	1.1	15.1	15.9	16.9	1.8
Subtotal Non-BATA Capital Outlay Construction		92.4	-	92.4	64.0	92.4	-
Project Reserves		35.6	34.6	70.3	-	77.9	7.6
Total RM1 Program		**2,112.6**	**203.1**	**2,315.7**	**1,926.3**	**2,367.3**	**51.6**

Notes:

[1] Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation Includes Non-TBSRA Expenses for EA 0438U_ and 04157_

[2] San Mateo-Hayward Bridge Widening Includes EA's 00305_, 04501_, 04502_, 04503_, 04504_, 04505_, 04506_, 04507_, 04508_, 04509_, 27740_, 27790_, 04860_

Note: Details may not sum to totals due to rounding effects.

Appendix E: Regional Measure 1 Program Summary Schedule

Appendix F: Glossary of Terms

AB144/SB 66 BUDGET: the planned allocation of resources for the Toll Bridge Seismic Retrofit Program, or subordinate projects or contracts, as provided in Assembly Bill 144 and Senate Bill 66, signed into law by Governor Schwarzenegger on July 18, 2005 and September 29, 2005, respectively.

BATA BUDGET: the planned allocation of resources for the Regional Measure 1 Program, or subordinate projects or contracts as authorized by the Bay Area Toll Authority as of June 2005.

APPROVED CHANGES: for cost, changes to the AB144/SB 66 Budget or BATA Budget as approved by the Bay Area Toll Authority Commission. For schedule, changes to the AB 144/SB 66 Project Complete Baseline approved by the Toll Bridge Program Oversight Committee, or changes to the BATA Project Complete Baseline approved by the Bay Area Toll Authority Commission.

CURRENT APPROVED BUDGET: the sum of the AB144/SB66 Budget or BATA Budget and Approved Changes.

COST TO DATE: the actual expenditures incurred by the program, project, or contract as of the month and year shown.

COST FORECAST: the current forecast of all of the costs that are projected to be expended so as to complete the given scope of the program, project, or contract.

AT COMPLETION VARIANCE or VARIANCE (cost): the mathematical difference between the Cost Forecast and the Current Approved Budget.

AB 144/SB 66 PROJECT COMPLETE BASELINE: the planned completion date for the Toll Bridge Seismic Retrofit Program or subordinate projects or contracts.

BATA PROJECT COMPLETE BASELINE: the planned completion date for the Regional Measure 1 Program or subordinate projects or contracts.

PROJECT COMPLETE CURRENT APPROVED SCHEDULE: the sum of the AB144/SB66 Project Complete Baseline or BATA Project Complete Baseline and Approved Changes.

PROJECT COMPLETE SCHEDULE FORECAST: the current projected date for the completion of the program, project, or contract.

SCHEDULE VARIANCE or VARIANCE (schedule): the mathematical difference expressed in months between the Project Complete Schedule Forecast and the Project Complete Current Approved Schedule.

The following information is provided in accordance with California Government code Section 7550:

This document is one of a series of reports prepared for the Bay Area Toll Authority (BATA)/Metropolitan Transportation Commission (MTC) for the Toll Bridge Seismic Retrofit and Regional Measure 1 Programs. The contract value for the monitoring efforts, technical analysis, and field site works that contribute to these reports, as well as the report preparation and production, is $1,574,873.

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TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC)

DATE: December 14, 2006

FR: Program Management Team

RE: Agenda No. - 4a

Item- Program Issues
TBSRP Strategic Plan Overview

Cost:
N/A

Schedule Impacts:
N/A

Recommendation:
For Information Only

Discussion:
The PMT will present an overview of the TBSRP Strategic Plan for information. An overview document is in process and will be provided as soon as available.

Attachment:
TBSRP Strategic Plan 2007 Overview**

WEST APPROACH

I STATUS UPDATE: 12/14/2006

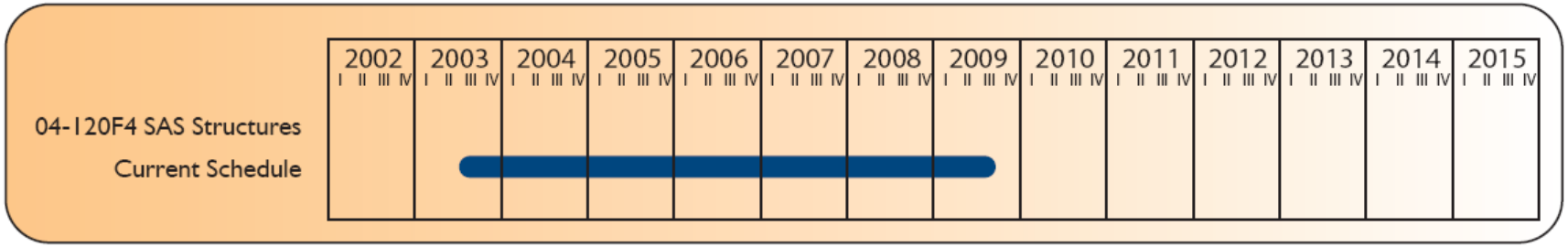
Contractor:	Tutor-Saliba
Project Description:	The SFOBB West Approach Replacement Project will replace the entire west approach structure from 5th Street to the west anchorage of the existing west spans of the SFOBB while maintaining existing traffic lanes.
Month's Highlights: *(Ref: TBSRP and RM1, Monthly Progress Report, December 2006, Draft)*	✓ Construction is 74% complete as of November 20, 2006. ✓ Major on-going work during November included the continuation of work on the next phase of piles for the permanent westbound I-80 mainline structures, the 5th Street and Harrison Street ramps, the 4th Street retrofit work, and superstructure work erection for Frame 8U (South) and the ST6D alignment. ✓ Beale Street opened to vehicular traffic on October 30, 2006; security enhancements continue on Beale Street.
Request for TBPOC Action(s) This Month:	✓ Request approval to authorize Caltrans to negotiate CCO 149 – Realignment of ST6D, Stage 5 Detour not to exceed $6 million. CCO No. 149 will eliminate the need to construct the Interim first Street and Essex Street on-ramps by realigning the last 300 feet of the ST6D detour. See Agenda item 5a, 1.

II PROJECT MILESTONES (Third Quarter Report (September 30, 2006), Toll Bridge Seismic Retrofit Program)

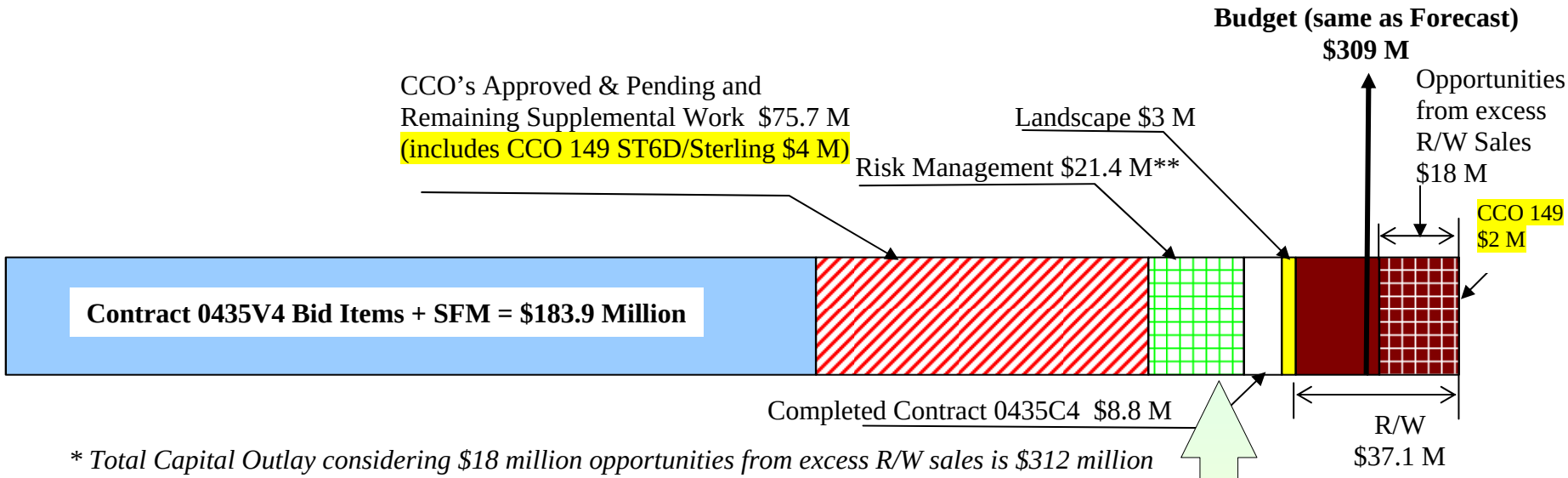
Award Date	06/06/2003
AB 144/SB 66 Project Complete Baseline (07/2005)	08/2009
Project Complete Current Approved Schedule (09/2006)	08/2009
Project Complete Schedule Forecast (09/2006)	08/2009

III CURRENT APPROVED SCHEDULE

✓ Current Schedule – Third Quarter Report (September 30, 2006), Toll Bridge Seismic Retrofit Program



IV BUDGET STATUS (3rd Quarter Risk Management Plan, September 26, 2006)



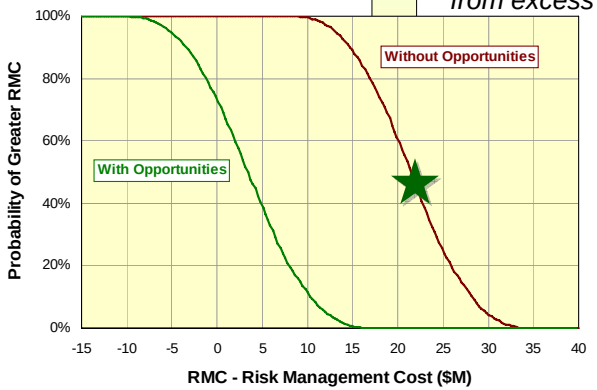
** Total Capital Outlay considering $18 million opportunities from excess R/W sales is $312 million*

Risk Probability Curve

- The Risk Management Cost (RMC) is the probability distribution of the total cost of all risks, notices of potential claim, outstanding disputes, and potential future (i.e., not identified as approved and pending) contract change orders on the contract.
- The probability distribution curve to the right illustrates possible RMC outcomes. For example:
  - There is an 80% probability that the RMC is greater than $17 M.
  - There is a 50% probability that the RMC is greater than $21.4 M; this value is shown in the budget balance beam above.
  - There is a 20% probability that the RMC is greater than $26 M.

Risk Management $21.4 M **

*** $21.4 million does not account for $18 million in opportunities from excess R/W sales.*



V HIGH PRIORITY RISK MANAGEMENT ITEMS (3rd Quarter Risk Management Plan, September 26, 2006)

- ✓ Lower deck retrofit: Overstressing of the structure during jacking.
- ✓ Sealing of concrete decks.
- ✓ Demolition of freeway on Stillman.

VI PENDING NOTICE OF POTENTIAL CLAIM (estimated value)

Description	Estimated Cost
No active NOPCs	

VII POTENTIAL SIGNIFICANT CCOs

Description	Estimated Cost
Pile anomalies due to new construction joint needed as a result of differing site conditions.	$12,000,000
Pile anomalies due to differing site conditions (artesian).	$3,400,000
Encountering buried man-made objects during pile drilling operations that may delay progress. (included in CCO ID # 2)	-

VIII TBPOC DECISIONS TO DATE

Date	Decision
9/29/06	Approval of final CCO No. 150 in the amount of $4,466,138.78.
8/24/06	Approval to negotiate with the Contractor a contract change order (CCO No. 150) in an amount not to exceed $5 million to provide for the expedited demolition of Frames 7U(South) and 8U (South) scheduled for the Labor Day weekend.
7/27/06	Labor Day weekend closure of the eastbound SFOBB during demolition of Frames 7U(South) and 8U (South) – TBPOC finds the use of the Labor Day weekend acceptable for demolition and gave direction that care is taken with the outreach effort.
3/23/06	Conceptual Approval for the June 2006 Communications Plan developed to support the demolition of Frame 8U (North).
2/23/06	Approval for the weekend closure option over a period of two full weekends in lieu of the six weekend partial lane closures called for in the contract(during demolition of 7U and 8U South).
11/21/05	Approval for CCO 31.6 – Buried man-made objects. Supplemental funds are sufficient to cover the change.
10/28/05	Approval of CCO No. 95 for a contract time extension.
9/22/05	Approval to complete a CCO to pay the contractor a DRB settlement amount (re: DRB ruling on the correction of pile anomalies in the permanent steel casings.)

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** December 14, 2006

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 5a, 1

Item- San Francisco-Oakland Bay Bridge Updates
West Approach: CCO 149 – Realignment of ST6D, Stage 5 Detour

Recommendation:

Approval to authorize Caltrans to negotiate Contract Change Order (CCO) No. 149, realignment of ST6D, stage 5 detour, not to exceed $6 million. CCO No. 149 will eliminate the need to construct the Interim First Street and Essex Street on-ramps by realigning the last 300 feet of the ST6D detour.

Discussion:

Background

Current contract

Stage 5 of the contract Staging Plans call for Eastbound I-80 (EB80) traffic to be placed on the ST6D detour which carries eastbound traffic to the north of the existing freeway and allows for the demolition and reconstruction of the southern portions of Frames 5U through 7U. This detour alignment, however, carries EB80 traffic over the existing First and Essex St. On-ramps which provide the major access to EB80 from downtown San Francisco. In order to avoid the closure of these ramps, the contract calls for the construction of the Interim First St. and Essex St. On-ramps. These ramps are scheduled to be in use for over one year during Stage 5 construction.

Issues

The construction of these two interim ramps presents two significant constructability issues:

1) *Grade Differential and Temporary Shoring* - At the choke point of the ramps where the Interim First Street, Interim Essex Street and the ST6D detour converge, the planned elevation of the Interim First Street ramp is over 5.5 feet higher than the adjacent Interim Essex Street ramp. This grade differential is not accounted for in the plans.

2) *Staging Conflict* - The second constructability issue concerns the construction of the western most 300 feet of the ramps. In this area, the ramps have to be constructed immediately adjacent to and directly over the existing ramps. The best case scenario is that

the work can be completed using two full weekend ramp closure. The worst case scenario would be that the work cannot be performed in the maximum allowable weekend closure period. This would result in an unconstructable scenario that would mandate the realignment of the ST6d detour proposed under this request.

3) *Schedule* – As per the as-plan, temporary ramps will be operational by June 2007. CCO 149 (which will not require ramps), will have cross over traffic in place and operational March 2007.

Analysis

Costs and Savings

While the realigned ST6D detour will eliminate the risks to the Department described above, it is expected to add significant costs to the contractor. The major costs will result from added falsework openings and extended falsework spans necessary to provide for the EB80 traffic under Frame 7U during its construction and contractor inefficiencies incurred due to the traffic being present in the Frame 7U work area in lieu of the contractor having full access to the area. Costs associated with modifying the Frame 7U temporary supports will also be incurred. While the Department hopes to limit these additional costs, they could potentially approach $6 million. Additional changes in impacts to Sterling on-ramp and main line eastbound is an additional $800,000.

Significant direct cost savings shall also be realized by the Department due to the elimination of the construction of the two interim ramps. Eliminated contract item work should exceed $800,000 resulting in a net change order not to exceed $6 million.

Weekend Closures to Construct Interim Ramps

Construction and use of the interim ramps will have a significant detrimental effect to the City of San Francisco and the traveling public.

Traffic Complications

There are also major concerns of truck and bus traffic becoming wedged within the First Street on-ramp potentially causing its closure for several hours. The bridges of the two ramps will be aligned through a cluster of Westbound I-80 and Fremont Off-Ramp columns. Due to these obstructions, the Interim First St. on-ramp, which will be in use for over one year, couldn't be designed for bus and truck traffic. Potentially, the on-ramp could be blocked two or more times each month by trucks or buses mistakenly trying to access the freeway. Each time the ramp is blocked, the city streets and the EB80 mainline could be grid locked for an entire commute period and cause an enormous cost to both the City of San Francisco and the traveling public.

Attachment(s):

1) CCO 149 Memorandum and Attachment
2) Graphic – West Approach (EA 04-0435V4) Realignment of ST6D Stage 5 Detour

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO: 149	Suppl. No. 0	Contract No 04 - 0435V4	Road SF-80-4.9/5.9	FED. AID LOC.:

To: TUTOR-SALIBA CORP

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. ***NOTE: This change order is not effective until approved by the Engineer.***

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Implement the following changes concerning Stage 5 of the contract's stage construction plans:

1) Eliminate the construction and utilization of the Interim First Street (FRT Line) and Interim Essex Street (EST Line) on-ramps.

2) Realigned the Interim Eastbound Detour (ST6D Line) as shown on Pages No. 4 and 5 of this change order.

3) Modify the locations and specified loads of the Frame 7U temporary supports in order to accommodate the realigned Interim Eastbound Detour as specified on Page No. 6 of this change order.

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Estimate of Increase in Contract Item at Contract Price:

Item No. 33: TEMPORARY RAILING (TYPE K)							
1100	LF	(+3.56%)	$19.00	/LF	=	+$20,900.00	(+2.30%)
Item No. 35: TEMPORARY TRAFFIC SCREEN							
1100	LF	(+3.77%)	$4.70	/LF	=	+$5,170.00	(+0.62%)

Estimated total cost for Increase in Contract Item.....$26,070.00

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Estimate of Decrease in Contract Item at Contract Price:

Item No. 34: TEMPORARY CRASH CUSHION MODULE							
-11	EA	(–1.77%)	$266.00	/EA	=	–$2,926.00	(–22.10%)
Item No. 81: ROADWAY EXCAVATION (TYPE NRH)							
-1647	CY	(–17.75%)	$86.60	/CY	=	–$142,630.20	(–6.86%)
Item No. 82: ROADWAY EXCAVATION (TYPE RH)							
-50	CY	(–5.00%)	$280.00	/CY	=	–$14,000.00	(–5.00%)
Item No. 83: ROADWAY EXCAVATION (DETOUR REMOVAL)							
-1810	CY	(–38.19%)	$37.00	/CY	=	–$66,970.00	(–38.19%)
Item No. 102: (F) STRUCTURE BACKFILL (BRIDGE)							
-43	CY	(–0.82%)	$95.00	/CY	=	–$4,085.00	(–2.21%)
Item No. 112: IMPORTED BORROW							
-1807	CY	(–26.93%)	$16.00	/CY	=	–$28,912.00	(–6.17%)
Item No. 127: CLASS 4 AGGREGATE SUBBASE							
-430	CY	(–5.53%)	$44.00	/CY	=	–$18,920.00	(–4.33%)
Item No. 130: ASPHALT CONCRETE (TYPE A)							
-2180	TON	(–10.87%)	$81.00	/TON	=	–$176,580.00	(+3.53%)
Item No. 172: (F) STRUCTURAL CONCRETE BRIDGE							
-527.2	CY	(–0.76%)	$378.00	/CY	=	–$199,281.60	(–0.83%)
Item No. 184: DRILL AND BOND DOWEL							
-143	LF	(–0.99%)	$10.00	/LF	=	–$1,430.00	(–1.06%)
Item No. 203: JOINT SEAL (MR = 1")							
-126	LF	(–50.81%)	$28.00	/LF	=	–$3,528.00	(–50.81%)
Item No. 216: (F) BAR REINFORCING STEEL (BRIDGE)							
-162350	LB	(–0.51%)	$0.50	/LB	=	–$81,175.00	(–0.11%)
Item No. 253: (F) MISCELLANEOUS METAL (BRIDGE)							
-3870	LB	(–0.63%)	$3.50	/LB	=	–$13,545.00	(–0.66%)
Item No. 268: CONCRETE BARRIER (TYPE 60)							
-1480	LF	(–34.26%)	$55.00	/LF	=	–$81,400.00	(–36.69%)
Item No. 270: CONCRETE BARRIER (TYPE 60C)							
-174	LF	(–10.04%)	$52.00	/LF	=	–$9,048.00	(+2.02%)
Item No. 273: (F) CONCRETE BARRIER (TYPE 732 MOD)							
-860	LF	(–3.36%)	$55.00	/LF	=	–$47,300.00	(–3.32%)
Item No. 303: REFINISH BRIDGE DECK							
-223	SQFT	(–26.74%)	$15.00	/SQFT	=	–$3,345.00	(–26.74%)

Estimated total cost for Decrease in Contract Item.....($895,075.80)

Payment for quantities of items decreased in excess of 25% of the Engineer's Estimate may be adjusted in accordance with Section 4-1.03B(2), "Decreases of More Than 25 Percent", of the Standard Specifications. Determination of the adjustment is deferred until completion of work on this item.

The quantity shown herein for Item(s) #XX, item description, when combined with the quantities specified in the Engineer Estimate, and as modified by any previous change orders, shall be the final quantity for which payment will be made.

Adjustment of Compensation at Lump Sum:

For the reduced demolition work, concerning the bridge removal of the Interim Essex Street and First Street On-Ramps (I No. 34-0149 and 34-0150) being eliminated under this change order, the Contractor shall credit the Department an agree lump sum of $???.00 (TBD). This sum constitutes full and complete compensation for all costs associated with Contract Bid Items No. 66 Bridge Removal, Location G and Contract Bid Item No. 67 Bridge Removal, Location H as a result of thi change.

Compensation provided under this change order includes all costs associated with the realignment of the Interim Eastbound Detour (ST6D Line) and the modifications to the temporary supports as specified under this change order. These costs include, but are not limited too, the erection and removal of the redesigned falsework concerning Frame 6U and 7U necessary to accommodate traffic for the realigned Interim Eastbound Detour.

For all additional costs associated with this change order, the Contractor shall be compensated an agreed lump sum of $?,???,???.00. This sum constitutes full and final compensation, including all markups, for this change.

Any resale or salvage value of the following steel beams purchased for the work of this change order shall be credited to the Department through a supplemental change order:

a. HP 14x89Approx. Weight = 374,000 LB
b. HP 14x117Approx. Weight = 111,000 LB
c. W 14x145Approx. Weight = 78,000 LB
d. W 14x159Approx. Weight = 174,000 LB
e. W 14x176Approx. Weight = 494,000 LB
f. W 14x211Approx. Weight = 95,000 LB
g. W 24x68Approx. Weight = 124,000 LB

Cost of Adjustment of Compensation at Lump Sum (NOT TO EXCEED) $6,869,000.00

Should Contractor-Controlled Insurance Program costs apply, these costs will be determined separately and compensated by the Department.

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO: 149	Suppl. No. 0	Contract No 04 - 0435V4	Road SF-80-4.9/5.9	FED. AID LOC.:

Estimated Cost: **Increase** ☑ **Decrease** ☐ **$5,999,994.20**

By reason of this order the time of completion will be adjusted as follows: Deferred

Submitted by

Signature	Resident Engineer: Deanna Vilcheck	Date

Approval Recommended by

Signature	Construction Engineer: Dennis Turchon	Date

Engineer Approval by

Signature	(Print name and title) Dennis Turchon - Chief	Date

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature	(Print name and title)	Date

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER MEMORANDUM

TO: Dennis Turchon / Dennis Turchon	FILE: **E.A.** 04 - 0435V4
	CO-RTE-PM SF-80-4.9/5.9
FROM: Deanna Vilcheck	**FED. NO.**
CCO#: **149** SUPPLEMENT#: **0** Category Code:	CONTINGENCY BALANCE (incl. this change) **$0.00**
COST: **$5,999,994.20** INCREASE ☑ DECREASE ☐	HEADQUARTERS APPROVAL REQUIRED? ☑ YES ☐ NO
SUPPLEMENTAL FUNDS PROVIDED: **$0.00**	IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? ☑ YES ☐ NO
CCO DESCRIPTION: Realignment of Interim Eastbound Detour	**PROJECT DESCRIPTION:** SEISMIC RETROFIT

Original Contract Time:	Time Adj. This Change:	Previously Approved CCO Time Adjustments:	Percentage Time Adjusted: (including this change)	Total # of Unreconciled Deferred Time CCO(s): (including this change)
1824 Day(s)	**DEF** Day(s)	**0** Day(s)	**0** %	**0**

THIS CHANGE ORDER PROVIDES FOR:

The realignment of the Interim Eastbound Stage 5 Detour (ST6D Line) in order to eliminate the Interim First Street and Essex Street On-Ramps.

Stage 5 of the contract Staging Plans call for Eastbound I-80 (EB80) traffic to be placed on the ST6D detour which carries eastbound traffic to the north of the existing freeway and allows for the demolition and reconstruction of the southern portions of Frames 5U through 7U. This detour alignment, however, carries EB80 traffic over the existing First and Essex St. On-ramps which provide the major access to EB80 from downtown San Francisco. In order to avoid the closure of these ramps, the contract calls for the construction of the Interim First St. and Essex St. On-ramps. These ramps are scheduled to be in use for over one year during Stage 5 construction.

Change Order No. 149 will eliminate the need to construct the Interim First and Essex On-ramps by realigning the last 300 feet of the ST6D detour.

The construction of these two interim ramps presents significant constructability issues. The major issue concerns the construction of the western most 300 feet of the ramps. In this area, the ramps have to be constructed immediately adjacent to and directly over the existing ramps. This staging conflict wasn't addressed in the contract plans. The best case scenario is that the work can be completed using two weekend ramp closure. The worst case scenario would be that the work cannot be performed in the maximum allowable weekend closure period. This would result in an unconstructable scenario that would mandate the realignment of the ST6d detour proposed under this request.

The staging plans require the interim ramps to be open prior to the beginning of Stage 5 when the traffic is switched to the ST6D detour and show the eastern portion of the both ramps being constructed in an earlier stage. Constructing the western portion of the ramps, where they conflict with the existing First Street and Essex Street On-ramps is not accounted for. If the ramps are to be constructed, this portion of the work would have to be staged over two separate weekend ramp closures.

The work concerning the potential weekend construction of the Interim First Street On-ramp would entail the following sequence of work for the 300 lineal foot western portion of the ramp:

1) Close the existing First Street On-ramp
2) Build the first half of the approximately 10 foot high embankment
3) Grade / Form / Pour / Cure the Type 60C concrete barrier
4) Construct the second half of the 10 foot embankment
5) Grade / Form / Pour / Cure the Type 60B concrete barrier
6) Construct subgrade and place aggregate base and asphalt concrete section
7) Place pavement delineation
8) Open the Interim First Street On-ramp

A similar schedule would be required on a following weekend for the construction of the Interim Essex Street On-ramp and then again during Stage 6 when the interim ramps are removed.

After completing construction of the interim ramps, the western most 300 lineal feet of the ST6D detour will have to be constructed (placing embankment, roadway section and barriers) as its alignment carries it over the existing on-ramps. Again this conflict isn't accounted for in the staging plans.

Based on the October CPM update, the construction of the interim ramps is the controlling operation on the project. The staging and constructability issues discussed would potentially delay the project by 2 to 4 months. This delay, however, could be mitigated by a temporary realignment of the Interim Eastbound Detour that removes the interim ramp construction from the controlling operation. This realignment would cost approximately $350,000.

Constructing the interim ramps would also result in added cost to the Department due to the conflicts discussed and the required weekend construction mandate. Added costs would include mobilizations, premium time labor, traffic control, shoring, inefficiencies and significant COZEEP and public outreach costs. These costs are estimated at within a range of $1,000,000 to $2,000,000. The total risk to the Department under the assumption that the ramps can be constructed during a weekend closure is estimated at $1,350,000 to $2,350,000.

Based on these sizable risks and the constructability issue, the District is proposing to eliminate the need for the interim on-ramps by realigning the ST6D detour. The realignment will eliminate the conflict with the detour and the existing First and Essex on-ramps by bringing the detour back onto the existing EB80 alignment 300 feet earlier than the planned detour alignment.

In addition to the risks to the contract described above, it should be noted that the construction and use of the interim ramps could have a significant detrimental effect to the City of San Francisco and the traveling public. The weekend closures of the ramps have been estimated by the Department as a $200,000 costs to the city and traveling public for each event.

There are also major concerns of truck and bus traffic becoming wedged within the ramp potentially causing its closure for several hours. The bridges of the two ramps will be aligned through a cluster of Westbound I-80 and Fremont Off-Ramp columns. Due to these obstructions, the Interim First St. On-ramp, which will be in use for over one year, couldn't be designed for truck traffic. Potentially, this ramp could be blocked two or more times each month by trucks mistakenly trying to access the freeway.

Each time the ramp is blocked, the city streets and the EB80 mainline could be grid locked for an entire commute period and cause an enormous cost to both the City of San Francisco and the traveling public. With no opportunity to provide public outreach, the costs, could conservatively be estimated at $1,000,000 dollars for each occurrence. The potential for decreased capacity of these two major City ramps also exists due to the narrow and widening design and a 9% grade.

While the realigned ST6D detour will eliminate the risks to the Department described above, it is expected to add significant costs to the contractor. The major costs will result from added falsework openings and extended falsework spans necessary to provide for the EB80 traffic under Frame 6U and 7U during its construction and contractor inefficiencies incurred due to the traffic being present in the Frame 7U work area in lieu of the contractor having full access to the area. Costs associated with modifying the Frame 7U temporary supports will also be incurred.

Significant direct cost savings shall also be realized by the Department due to the elimination of the construction of the two interim ramps and the elimination of 300 feet of the ST6D detour. Eliminated contract item work should exceed $1,000,000.

Based on preliminary discussions with the contractor, the District currently estimates the net cost of implementing this change would not exceed $6,000,000.

CONCURRED BY:	
Construction Engineer:	Date
Bridge Engineer:	Date
Project Engineer:	Date
Project Manager:	Date
FHWA Rep.:	Date
Environmental:	Date
Other (specify):	Date
Other (specify):	Date
District Prior Approval By:	Date
HQ (Issue Approve) By:	Date
Resident Engineer's Signature:	Date

ESTIMATE OF COST

	THIS REQUEST	TOTAL TO DATE
ITEMS	($869,005.80)	($869,005.80)
FORCE ACCOUNT	$0.00	$0.00
AGREED PRICE	$0.00	$0.00
ADJUSTMENT	$6,869,000.00	$6,869,000.00
TOTAL	$5,999,994.20	$5,999,994.20

FEDERAL PARTICIPATION

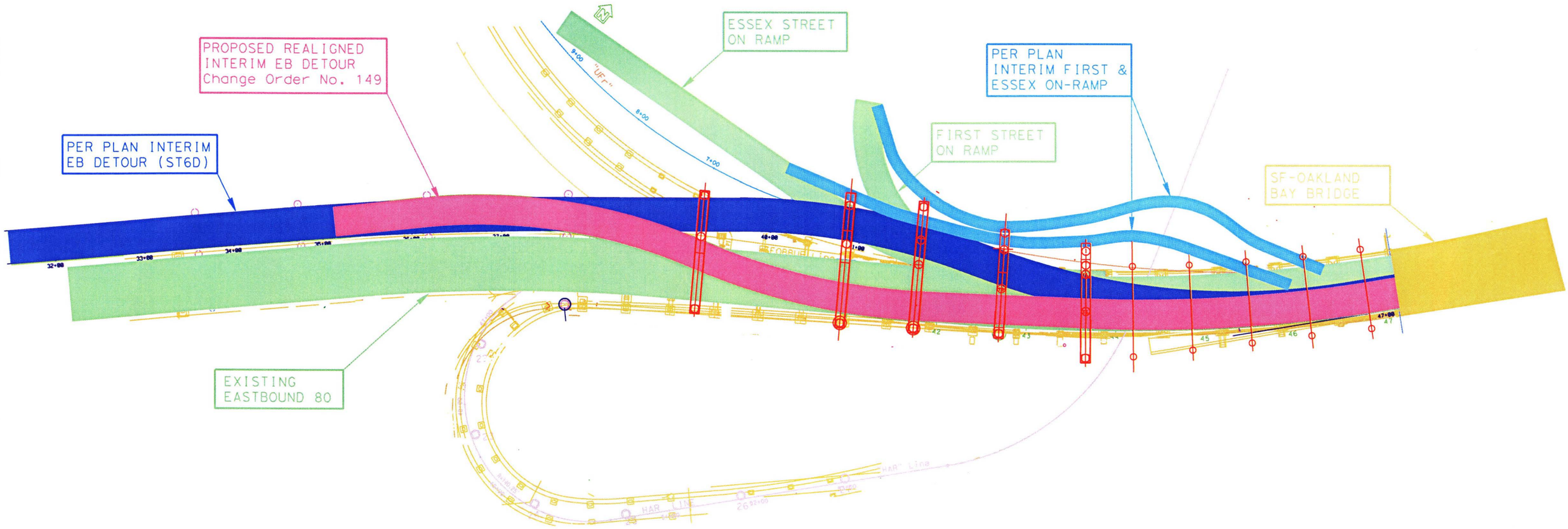
☐ PARTICIPATING ☐ PARTICIPATING IN PART ☐ NONE
☐ NON-PARTICIPATING (MAINTENANCE) ☐ NON-PARTICIPATING

FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)
☐ CCO FUNDED PER CONTRACT ☐ CCO FUNDED AS FOLLOWS

FEDERAL FUNDING SOURCE	PERCENT

WEST APPROACH (EA 04-0435V4)

REALIGNMENT OF ST6D STAGE 5 DETOUR



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TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

DRAFT FORMAT

Project Status Report

YERBA BUENA ISLAND

I

STATUS UPDATE: 12/14/2006

Contractor:	YBITS - TBD SSD – C.C. Myers
Project Description:	The YBI Transition Structure (YBITS) #1 Contract will construct the mainline YBI transition structures (YBITS). These will connect the SAS portion of the new bridge to the existing TBI tunnels and also includes work required to place traffic onto the new westbound bridge. It is possible that eastbound traffic may be able to be placed on the new bridge under this contract, depending on when the OTD contract is ready to accept eastbound traffic. Also, there will be much electrical related work that must be done to open westbound and eastbound bridges that is currently targeted to be completed under the OTD 2 contract. The YBI Transition Structure (YBITS) #2 Contract includes demolition of the South/South Detour (SSD) temporary structure, completion of the new eastbound on-ramp, completion of the bike path section at YBI and reconstruction of local and affected facilities at YBI. The YBI South/South Detour (SSD) Contract constructs a temporary detour from the YBI tunnel to the existing east span of the Bay Bridge. This detour maintains eastbound traffic on the lower deck of the SSD structure; westbound traffic on the upper deck of the structure while the YBI Transition Structure Contract completes the tie-in from the SAS to the existing tunnel.
Month's Highlights: *(Ref: TBSRP and RM1, Monthly Progress Report, December 2006, Draft)*	✓ YBITS #1 – The recent decision to advance portions of the YBITS #1 contract (substructures for bents W3, W4, W5, W6, and eastbound on-ramp bent W7) into the South-South Detour contract will require revisions to the YBITS PS&E. The YBITS #1 contract plans may require minor adjustment to ensure full compatibility with the SSD. ✓ YBITS #2 – Majority of design work is complete. Preparation of detailed plans and quantity calculations are in progress. Design work on the existing viaduct retrofit is also in progress. The current retrofit strategy is replacement. Due to staging, it is anticipated that the existing viaduct retrofit scope will be removed from YBITS #2 Contract and added to the SSD contract. ✓ SSD – Contract work is 40% complete as of November 20, 2006. The viaduct portion of the contract is performance-based, whereby the Contractor is responsible for both the design and construction of the viaduct structure. The West and East tie-in design work was taken over by Caltrans. TY Lin/Moffat Nichol, has been tasked to design the East tie-in, and their team has mobilized.

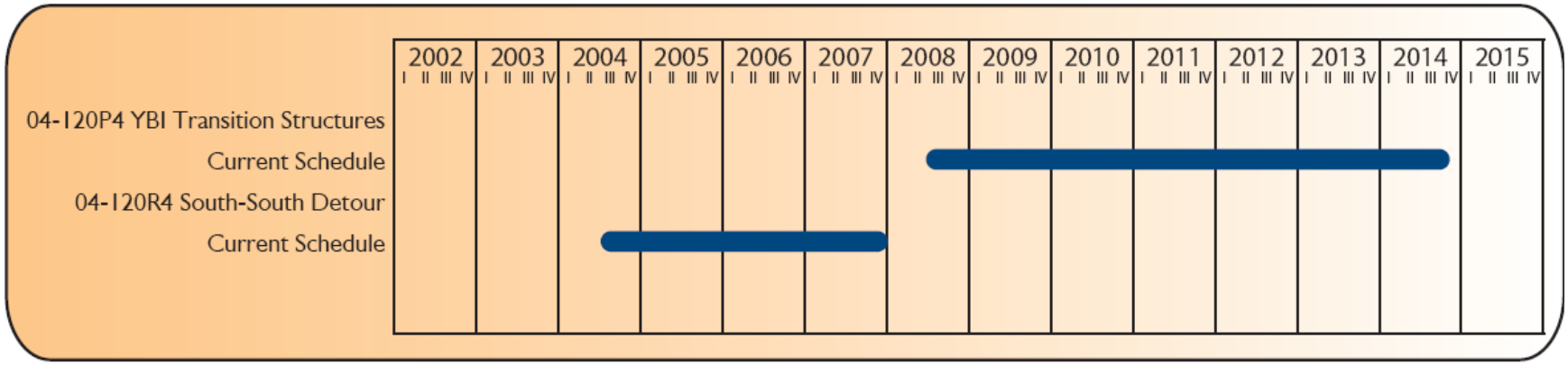
	Caltrans will design the West tie-in. The Contractor will still construct the tie-ins. Forming of the columns at Bent 52 has started. The Contractor is continuing with the trestle construction. Excavation and surveying of the YBITS advanced work at the W3 footing has started.
Request for TBPOC Action(s):	✓ N/A

II PROJECT MILESTONES (Third Quarter Report (September 30, 2006), Toll Bridge Seismic Retrofit Program)

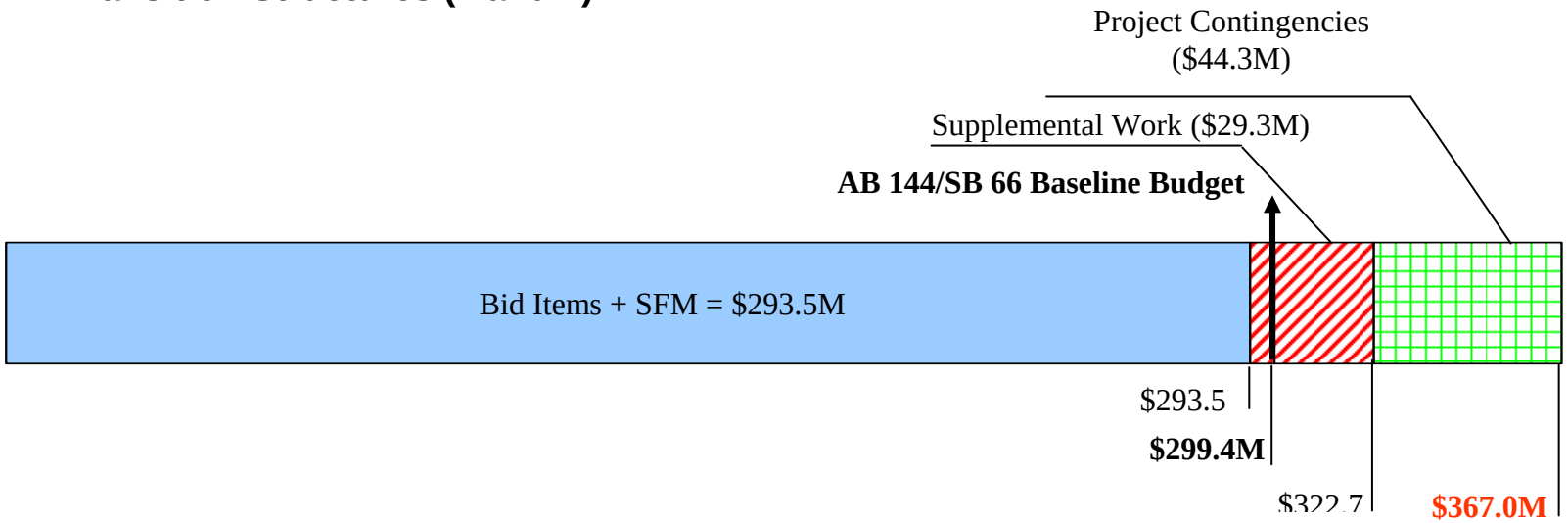
Yerba Buena Island Transition Structures (1 and 2)	
Ad Date	09/04/2007
AB 144/SB 66 YBITS Project Complete Baseline (07/2005)	11/2013
Project Complete Current Approved Schedule (09/2006)	11/2014
Project Complete Schedule Forecast (09/2006)	11/2014
South-South Detour	
Award Date	03/10/2004
AB 144/SB 66 SSD Project Complete Baseline (07/2005)	07/2007
Project Complete Current Approved Schedule (09/2006)	07/2007
Project Complete Schedule Forecast (09/2006)	TBD

II CURRENT APPROVED SCHEDULE

✓ Current Schedule – Third Quarter Report (September 30, 2006), Toll Bridge Seismic Retrofit Program

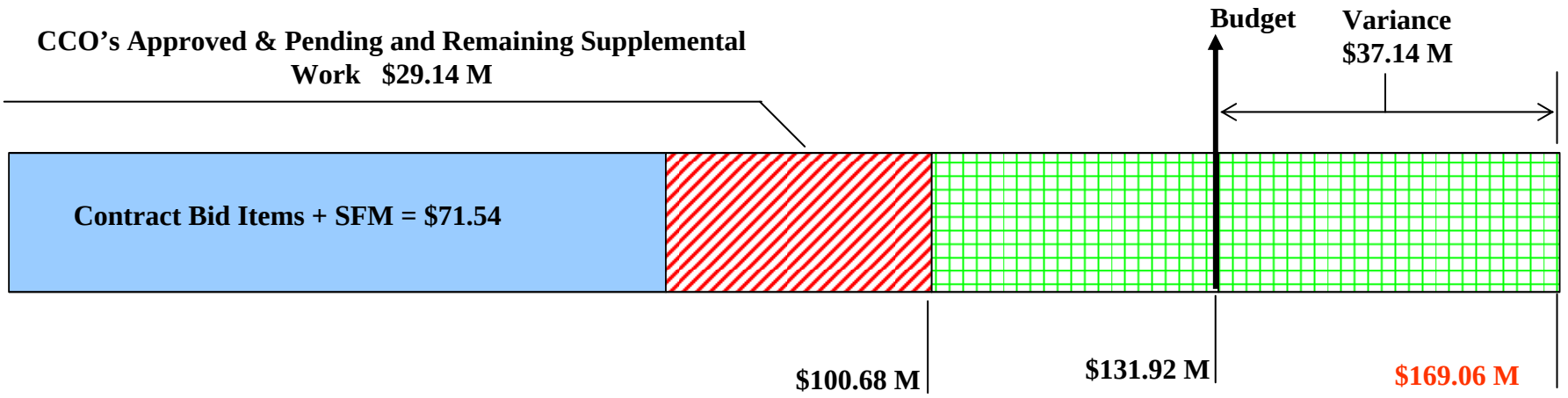


YBI Transition Structures (1 and 2)



Forecast As of September 30, 2006 for Capital Outlay: $318.5 M
2006 Third Quarter Report – TBSRP, Appendix B, pg. 35

South-South Detour



Forecast As of September 30, 2006 for Capital Outlay: $152.2 M
2006 Third Quarter Report – TBSRP, Appendix B, pg. 35

V HIGH PRIORITY RISK MANAGEMENT ITEMS (3rd Quarter Risk Management Plan, September 26, 2006)

YBI #1

- ✓ A differing site condition causes delay and/or increased costs to occur. Includes utilities and hazardous materials.
- ✓ Slopes around structure excavations become unstable. Or there could be disputes over stability design issues.
- ✓ Traffic switch on mainline related work may have to be resequenced.
- ✓ Increased cost due to environmental impacts.

YBI #2

- ✓ The design of the remedial work on the existing viaduct cannot start until SSD East Tie-In design is complete.

SSD

- ✓ Short term (during construction) problems with roll-out/roll-in at East Tie-In causes delay and impacts traffic and public safety during construction.
- ✓ Issues develop with the demolition of the existing structure.
- ✓ Differing site condition (DSC) causes delay and or increased costs. Does not in clued DSC in the superstructure.
- ✓ Conflicts or differing opinions over welding causes delay to the project or increased costs.
- ✓ Issues develop with delivery of east tie-in design.
- ✓ Issues develop with the delivery of west tie-in design.
- ✓ Short term (during construction) problems with load transfer at West Tie-In causes delay and impacts traffic and public safety during construction.
- ✓ Contractor's design delivery (viaduct) causes additional delay requiring mitigation.
- ✓ Shortage of qualified CT staff causes delay to the project.

VI PENDING NOTICE OF POTENTIAL CLAIM (estimated value)

Description	Estimated Cost
no active NOPCs	

VII POTENTIAL SIGNIFICANT CCOs

Description	Estimated Cost
Advanced YBITS Foundation	TBD
East Tie-In and West Tie-In/ Retrofit	TBD

VIII TBPOC DECISIONS TO DATE

Date	Decision
10/25/06	Approval to revise the SSD forecast to $152.2 million to include the probable risk management cost of $51.5 million identified in the Third Quarter Risk Management Report. This is in keeping with the TBPOC approved protocol for revisions to forecast cost data.
5/31/06	Approval for Alternative 1 – Stay the Course: Maintain current alignment of Yerba Buena Island Transition Structure (YBITS) and current plan for two deck eastbound and westbound South/South Detour (SSD). Approval to pursue roll-out/roll-in design strategy as part of Alternative 1.
4/18/06	Approval to negotiate with CC Myers to resume completion of the viaduct portion for an amount not to exceed $13.5M.
2/23/06	Schedule Management/Coordination Strategy – Approval of the proposal to split the SSD/YBITS contracts, and to further explore alternate solutions to reduce the period of SSD traffic use.
12/12/05	CCO No. 24 – Approval for CCO No. 24 which adds 381 days and $4.8M to cover added time-related overhead. Increases in the direct costs of the work not included (companion funds request being process within the Department, likely to be $2M).
10/28/05	Options – Agreement to stay the course and build the South/South Detour.

E2/T1 FOUNDATIONS

I

STATUS UPDATE: 12/14/2006

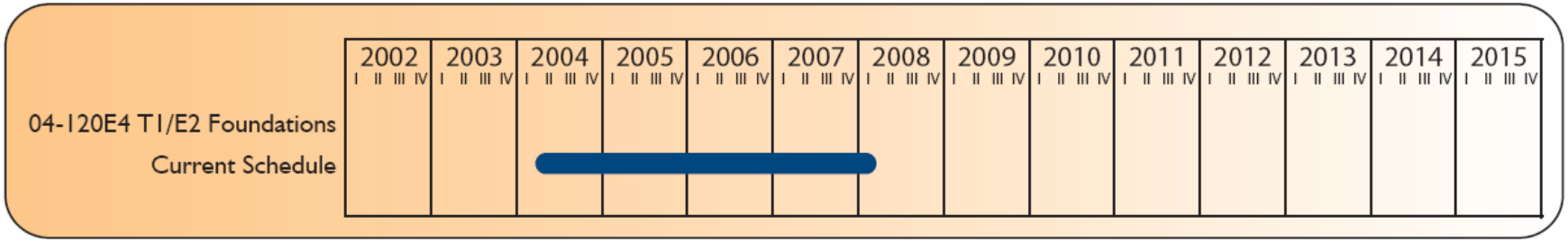
Contractor:	Kiewit-FCI-Manson-JV
Project Description:	The Self-Anchored Suspension (SAS) E2/T1 foundations contract constructs the main tower foundation at T1 and the adjacent east foundation at E2.
Month's Highlights: *(Ref: TBSRP and RM1, Monthly Progress Report, December 2006, Draft)*	✓ The contract is 61% complete as of November 20, 2006. Pile driving for the E2 piles has been completed. Fabrication of the steel footing frame for Pier E2 was completed, delivered, and placed; welded connections will start in December 2006. ✓ Fabrication of steel pile top sections for CISS piles at E2 has been completed. Stabbing the cofferdam sheet piling has been completed at E2. ✓ Fabrication of the permanent steel casing for the CIDH piles at T1 is approximately 80% complete. Fabrication of the T1 box is approximately 70% complete. Drilling the rock socket of the piles at T1 has started.
Request for TBPOC Action(s):	N/A

II PROJECT MILESTONES (Reported in Third Quarter Report (September 30, 2006), TBSRP)

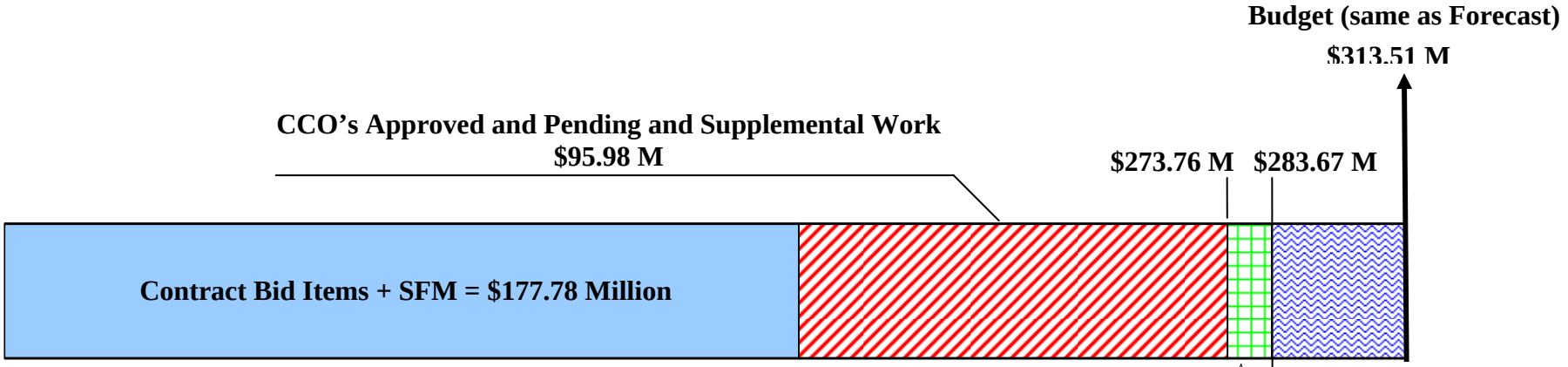
Award Date	04/01/2004
AB 144/SB 66 Project Complete Baseline (07/2005)	06/2008
Project Complete Current Approved Schedule (09/2006)	03/2008
Project Complete Schedule Forecast (09/2006)	03/2008

III CURRENT APPROVED SCHEDULE

✓ Current Schedule – Third Quarter Report (September 30, 2006), Toll Bridge Seismic Retrofit Program

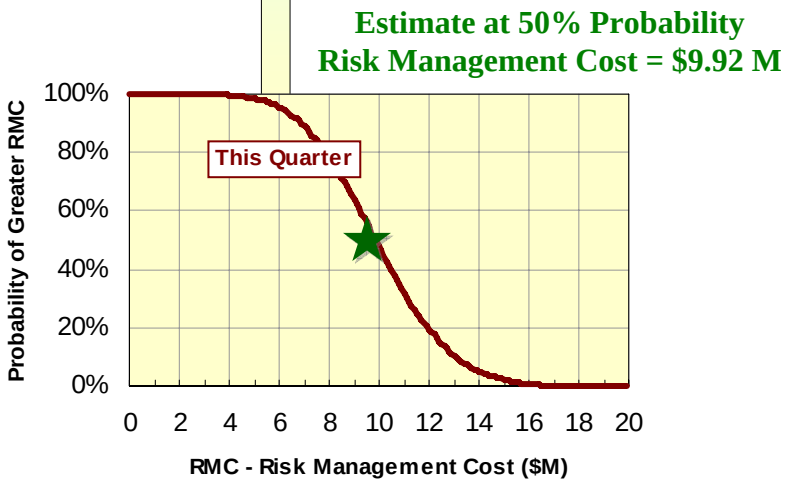


IV BUDGET STATUS (3rd Quarter Risk Management Plan, September 26, 2006)



Risk Probability Curve

- The Risk Management Cost (RMC) is the probability distribution of the total cost of all risks, notices of potential claim, outstanding disputes, and potential future (i.e., not identified as approved and pending) contract change orders on the contract.
- The probability distribution curve to the right illustrates possible RMC outcomes. For example:
  - There is an 80% probability that the RMC is greater than $7.8 M.
  - There is a 50% probability that the RMC is greater than $9.9 M; this value is shown in the budget balance beam above.
  - There is a 20% probability that the RMC is greater than $11.9 M.



V HIGH PRIORITY RISK MANAGEMENT ITEMS (3rd Quarter Risk Management Plan, September 26, 2006)

- ✓ A differing site condition at a T1 rock socket causes increased costs.
- ✓ Pile welding at Transbay Steel (TBS) gets behind.
- ✓ A differing site condition at a T1 casing (temporary or permanent) causes increased costs.

VI PENDING NOTICE OF POTENTIAL CLAIM (estimated value)

Description	Estimated Cost
No active NOPCs	

VII POTENTIAL SIGNIFICANT CCOs

Description	Estimated Cost
n/a	

VIII TBPOC DECISIONS TO DATE

Date	Decision
12/12/05	The 11/23/05 conf. call minutes were revised to show that CCO No. 29 was approved for $81M.
11/23/05	(Conference Call) Approval for CCO No. 29 in the amount of $81M for contract re-start.
11/21/05	Approval to negotiate restart of the contract (CCO No. 29) for a not to exceed amount of $86M.
9/22/05	Approval for CCO No. 25 with Supplement 2 which will increase the total above $1M to pay for time-related overhead at half the unit price during suspension.

SELF-ANCHORED SUSPENSION (SAS) SUPERSTRUCTURE

STATUS UPDATE: 12/14/2006

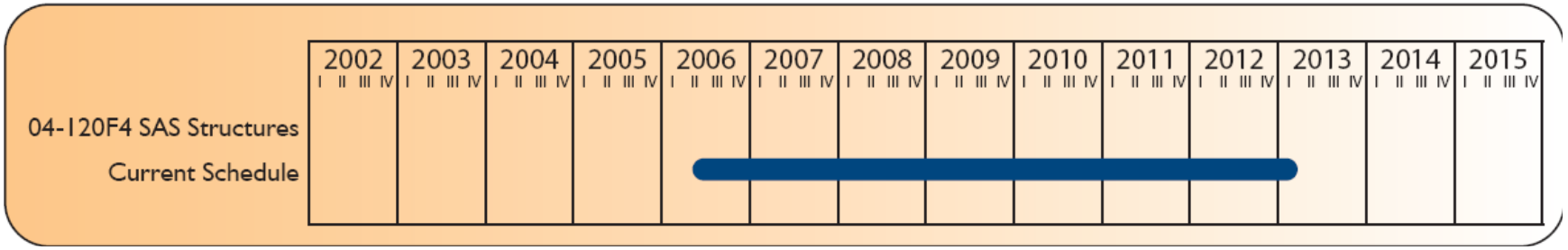
Contractor:	American Bridge Fluor Enterprises, Inc., a Joint Venture (ABF)
Project Description:	The Self-Anchored Suspension (SAS) Superstructure contract constructs a single signature tower span between the Skyway and the Yerba Buena Island Transition Structure. Work on the SAS bridge has been split between three contracts-- the SAS Superstructure (under construction); the E2/T1 Foundation (under construction); and the SAS W2 Foundation (complete).
Month's Highlights: *(Ref: TBSRP and RM1, Monthly Progress Report, December 2006, Draft)*	✓ The contract is 10% complete as of November 20, 2006. The Contractor, American Bridge Fluor Enterprises, Inc., a Joint Venture (ABF), continues to mobilize staff to the field office on Pier 7. ✓ Twenty-two working drawings have been received for review and fifteen have been responded.
Request for TBPOC Action(s):	✓ Request for Approval: CCO 14 – Office Space for SAS staff in amount of $1.8 million. See Agenda Item 5d, 1.

II PROJECT MILESTONES (Reported in Third Quarter Report (September 30, 2006), Toll Bridge Seismic Retrofit Program)

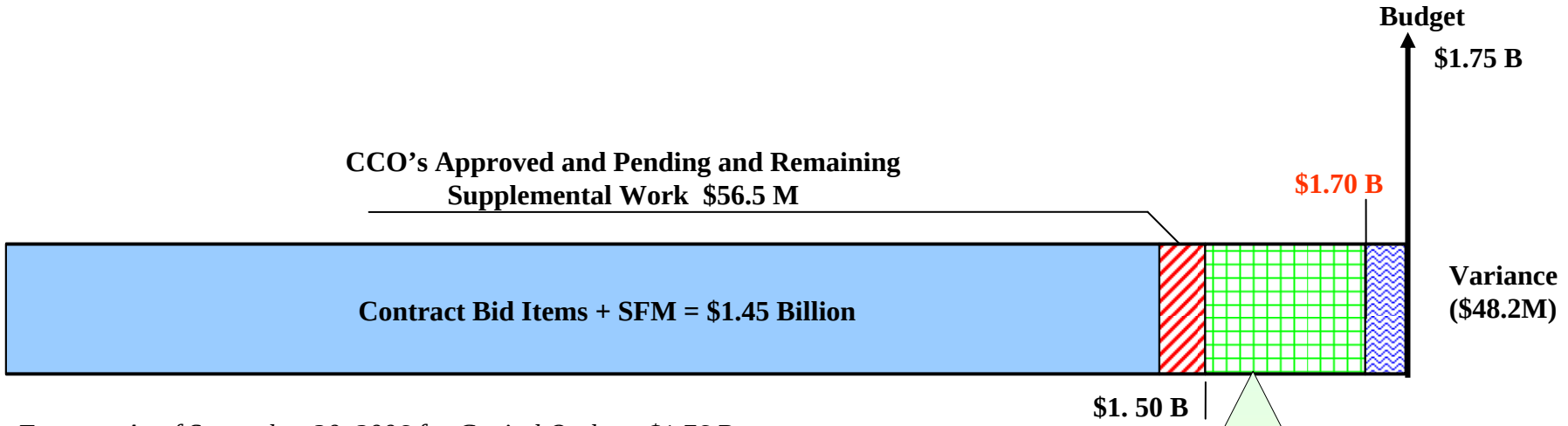
Award Date	04/18/2006
AB 144/SB 66 Project Complete Baseline (07/2005)	3/2012
Project Complete Current Approved Schedule (09/2006)	3/2013
Project Complete Schedule Forecast (09/2006)	3/2013

III CURRENT APPROVED SCHEDULE

✓ Current Schedule – Third Quarter Report (September 30, 2006), Toll Bridge Seismic Retrofit Program



IV BUDGET STATUS (3rd Quarter Risk Management Plan, September 26, 2006)

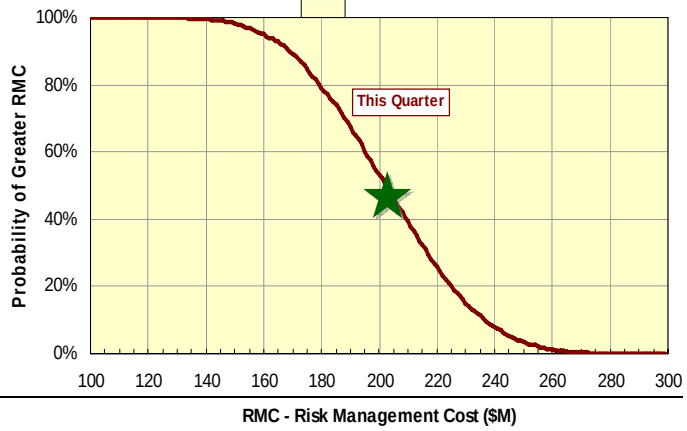


Forecast As of September 30, 2006 for Capital Outlay: $1.76 B

Risk Probability Curve

- The Risk Management Cost (RMC) is the probability distribution of the total cost of all risks, notices of potential claim, outstanding disputes, and potential future (i.e., not identified as approved and pending) contract change orders on the contract.
- The probability distribution curve to the right illustrates possible RMC outcomes. For example:
  - There is an 80% probability that the RMC is greater than $179 M.
  - There is a 50% probability that the RMC is greater than $202.5 M; this value is shown in the budget balance beam above.
  - There is a 20% probability that the RMC is greater than $225 M.

Estimate at 50% RMC Probability = $202.5 M



V HIGH PRIORITY RISK MANAGEMENT ITEMS (3rd Quarter Risk Management Plan, September 26, 2006)

- ✓ Potential for cost increases during construction due to steel plate conflicts. Applies to structural steel including the towers and box girders.
- ✓ Delay to the contract or increased costs due to conflicts or differing opinions over welding.
- ✓ Construction at W2 is on the critical path, any issues with respect to pipe beams, saddles, Macalloy bars and ISDs on W2 could result in project delays.
- ✓ Delay to the contract due to Department and/or permitting agencies not reviewing submittals in a timely manner.
- ✓ Potential for cost increases during construction due to rebar, steel plate, and other embed conflicts. Applies to E2 ISDs and field installation.
- ✓ A differing site condition may occur. Includes foundation locations such as temporary towers, the duct bank on YBI. Does not include E2 or T1 interface locations.
- ✓ Delay to the contract or increased costs due to conflicts or differing opinions over forging or casting. Excludes forging/castings for W2 (see risk 23)
- ✓ Problems with tower base, deck alignment and pipe beams matching adjacent contracts
- ✓ During construction, a dispute arises over contract permit requirements, or the permit requirements are not satisfactory to the permitting agency.
- ✓ Contractor chooses erection methods which may ultimately not be acceptable.
- ✓ Uncertainty due to contract requirement for contractor to calculate camber. Includes load transfer.
- ✓ Contract requirement issues for contractor's temporary tower design cannot be resolved without extra costs or delay.
- ✓ Delays cause extra work for the epoxy AC operation
- ✓ Foreign fabricators are not familiar with CT specs/standards or US standards. Geographical remoteness will exacerbate this.
- ✓ Identified need for additional resources to monitor work being conducted at the ZPMC steel fabrication facility in China.

VI PENDING NOTICE OF POTENTIAL CLAIM (estimated value)

Description	Estimated Cost
No active NOPCs	

VII POTENTIAL SIGNIFICANT CCOs

Description	Estimated Cost
No active NOPCs	

VIII TBPOC DECISIONS TO DATE

Date	Decision
3/23/06	Concurrence to celebrate award of contract on April 18, 2006 which coincides with the 100th year anniversary of the 1906 SF Earthquake. Media event scheduled for signing of the contract.
2/23/06	Approval for the Dispute Resolution Board member selection process.
1/31/06	Denied request to approve issuing an Addendum No. 8 related to tower constructability and other improvements for the SFOBB SAS contract.
1/19/06	Approval for the SAS Communications Plan as revised per TBPOC comments.
1/19/06	Approval to release Addendum No. 7 on January 21, 2006.
1/19/06	Approval of the press release for Addendum No. 7 as revised per TBPOC comments.
1/18/06	Approval of Addendum No. 7 which revised the bid opening date to March 22, 2006. This included adding 180 days to the contract schedule, increasing the bid stipend to $5M for the top three bidders, and providing an incentive for early completion of $50,000 per day for up to six months as a means to increasing competition and attracting multiple bids.
1/13/06	Approval to award SAS contract within 30 days of bid opening.
1/13/06	Approval for a 6-month SAS contract time extension.
12/22/05	Approval of Addendum No.6.

Date	Decision
12/14/05	Definition of 'Public Enemy' - Approval of Option 2 which involved issuing an addendum to broaden the public enemy definition to include "acts of terrorism."
12/12/05	Approval for Addendum No. 5.
11/23/05	Approval for Addendum No. 4 (welding changes is based upon lessons learned on the Skyway contract; Jones Act clarification will result in some amount of conflict avoidance.
11/8/05	Addendum No. 3 – Approval of six additional items which were not included when addendum was approved on October 31, 2005.
10/31/05	Approval of Addendum No. 3, Supplemental Item.
9/22/05	Approval of content in Addendum No. 3, roll into previously approved Addendum No. 2 (DVBE and SBE specs) and issue together as Addendum No. 2.
7/25/05	Approval to extend a 4-month advertisement period for the SAS by an additional two months.
7/25/05	Approval to change the advertising date for the bid package to August 1, 2005.

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** December 14, 2006

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 5d, 1

Item- San Francisco-Oakland Bay Bridge Updates
East Span SAS Structure
CCO 14 – Office Space for SAS Staff

Recommendation:

Approval for Caltrans to proceed with Contract Change Order (CCO) No. 14, office space for SAS staff in the amount of $1.8 million.

Discussion:

Background

CCO 14 provides for temporary office facilities on Pier 7 for joint-use by the Department's engineering staff and Contractor's staff during the construction of the SFOBB self-anchored suspension bridge and new east span.

These joint facilities will be used for joint problem solving, corridor scheduling sessions and timely communication between all essential parties on the SFOBB corridor projects.

Attachment(s):

1) CCO 14 Memorandum and Attachment
2) CCO 14 TBSRP New Project Office and Site Improvement Plans

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO: 14	Suppl. No. 0	Contract No. 04- 0120F4	Road SF-80-13.2/13.9	FED. AID LOC.:

To: **AMERICAN BRIDGE/FLUOR ENTERPRISES INC A JOINT VENT**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. ***NOTE: This change order is not effective until approved by the Engineer.***

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Extra Work at Force Account:

Furnish, install, operate and maintain temporary facilities, including all related mechanical, electrical, water, sanitary, telecommunications, furniture and other such items as required by any applicable regulations, plans, approved working drawings, standard specifications, or field office change order specifications as authorized by the Engineer. This includes, but not limited to the following:

1) Deliver, set-up, furnish, dismantle, and return temporary modular trailers on Pier 7 (off Burma Road) consisting of approximately 10,800 +/- square feet of space as per the attached contract plan sheets for an estimated 5-year lease period.

2) Demolish and remove an existing modular trailer building and all existing electrical conduit and sanitary sewer black plastic pipe, disconnect and cap any existing water service connections.

3) Remove existing parking stripes and markings, and re-stripe in accordance with the attached contract plan sheets.

4) Provide and install site improvements including related mechanical, electrical, water, and other such items as directed by the Engineer.

No adjustment in contract time will be made since this work is not a controlling operation.

Labor, equipment and material approved by the Engineer, as necessary will be paid in accordance with the provisions of Section 4-1.03D, "Extra Work" of the Standard Specifications and Section 5-1.24, "Force Account Payment" of the Special Provisions.

Estimated cost of Extra Work at Force Account $1,800,000.00

Estimated Cost: **Increase** ☑ **Decrease** ☐ **$1,800,000.00**

y reason of this order the time of completion will be adjusted as follows: 0 days

ubmitted by:

gnature Gary Pursell	**Resident Engineer:** Gary Pursell	**Date** 11/6/06

pproval Recommended by:

gnature	**Construction Engineer:** Gary Pursell	**Date**

gineer Approval by:

gnature	**(Print name and title)** PETER SIEGENTHALER - Chief	**Date**

e the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all uipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept full payment therefor the prices shown above.

)TE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to oceeding with the ordered work and filing a written protest within the time therein specified.

ntractor Acceptance by:

gnature	**(Print name and title)**	**Date**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER MEMORANDUM

TO: PETER SIEGENTHALER / Gary Pursell	FILE: **E.A.** 04 - 0120F4
FROM: Gary Pursell	**CO-RTE-PM** SF-80-13.2/13.9
	FED. NO.
CCO#: **14** SUPPLEMENT#: **0** Category Code: **CAXX**	CONTINGENCY BALANCE (incl. this change) **$145,949,880.00**
COST: **$1,800,000.00** INCREASE ☑ DECREASE ☐	HEADQUARTERS APPROVAL REQUIRED? ☑ YES ☐ NO
SUPPLEMENTAL FUNDS PROVIDED: **$0.00**	IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? ☑ YES ☐ NO
CCO DESCRIPTION: Pier 7 Campus (Additional Facilities)	**PROJECT DESCRIPTION:** CONSTRUCT SELF-ANCHORED SUSPENSION BRIDGE

Original Contract Time:	Time Adj. This Change:	Previously Approved CCO Time Adjustments:	Percentage Time Adjusted: (including this change)	Total # of Unreconciled Deferred Time CCO(s): (including this change)
2490 Day(s)	**0** Day(s)	**0** Day(s)	**0** %	**0**

THIS CHANGE ORDER PROVIDES FOR:

Set-up temporary office facilities on Pier 7 (off Burma Road) for joint-use by the Department's engineering staff and Contractor's staff during the construction of the self-anchored suspension bridge and new east span SFOBB.

These joint facilities will be used for joint technical problem solving, corridor scheduling sessions and timely communication between all essential parties on the SFOBB corridor projects. Due to the requirements for global communications 24hrs a day, 7days a week, a facility with tele- and video-conferencing capabilities is required to allow on-demand and real-time communications to discuss scheduling, fabrication, working drawings, construction issues and potential changes. At any one time these dialogs will include the contractor, suppliers and fabricators, Department employees from construction, design and maintenance. The joint facility will also be used for weekly meetings with the Department's partners, including the Project Management Team.

In 2001, the Toll Bridge Seismic Retrofit Program set up field facilities at Pier 7 for the purpose of co-locating all engineering and administrative staff for the contractor and the Department. This was expanded to include joint work space, as in "Mission Control" for the Skyway contract (012024), the "Working Drawing Campus" for the SAS contract (0120F4) and similar to the field office facilities included in the Devil's Slide contract (1123U4).

The Bay Bridge contracts now include international participation, which present a number of logistical challenges to ensure timely communication between all the stakeholders for this project. The necessary communication covers many time zones, between parties located in the United States, Canada, China, Japan, South Korea, and England. Therefore, it is now necessary to set up the appropriate facilities in order to deliver the project in a timely manner.

This work is not covered by any contract items. Therefore, payment for this work will be at Extra Work at Force Account for an estimated cost of $1,800,000, which can be financed from the contingency fund. A cost analysis is on file in the project records.

No time adjustment is warranted, as this change order does not affect the controlling operation.

This change has received concurrence from Principal Construction Manager, Pete Siegenthaler (10/27/2006), HQ, Jon Capping (10/27/2006), Toll Bridge Manager Tony Anziano on (date), and Project Manager, Ken Terpstra on (date). Prior approval is requested from HQ to proceed with this work.

This change order received an HQ Issue & Approve on 11/8/2006. A copy is attached for reference.

This change order requires TBPOC approval prior to submitting to the Contractor for signature.

CONCURRED BY:		
Construction Engineer:	Gary Pursell	Date 10/27/06
Bridge Engineer:		Date
Project Engineer:	Proj. Man, Ken Terpstra	Date
Project Manager:	TB Program Man, Tony Anziano	Date
FHWA Rep.:		Date
Environmental:	HQ, Rob Kobal	Date 10/26/06
Other (specify):	PCE, Pete Siegenthaler PS	Date 10/27/06
Other (specify):	HQ, Jon Tapping	Date 10/27/06
District Prior Approval By:		Date
HQ (Issue Approve) By:		Date
Resident Engineer's Signature:		Date

Gary Pursell 11/6/06

ESTIMATE OF COST		
	THIS REQUEST	TOTAL TO DATE
ITEMS	$0.00	$0.00
FORCE ACCOUNT	$1,800,000.00	$1,800,000.00
AGREED PRICE	$0.00	$0.00
ADJUSTMENT	$0.00	$0.00
TOTAL	$1,800,000.00	$1,800,000.00

FEDERAL PARTICIPATION

☐ PARTICIPATING ☐ PARTICIPATING IN PART ☑ NONE
☐ NON-PARTICIPATING (MAINTENANCE) ☐ NON-PARTICIPATING

FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)
☑ CCO FUNDED PER CONTRACT ☐ CCO FUNDED AS FOLLOWS

FEDERAL FUNDING SOURCE	PERCENT

TELECOPY

California Department of Transportation

CONSTRUCTION DIVISION

TO: District 4 CCO Desk

Date: 11/8/2006

Contract No.: 4 - 0120F4

Road: SF-80-13.2/13.9

FED. No.: NONE

To: SARTIPI - 04

Attention: 04 - SARWARY

HQ Direction: **TO ISSUE AND APPROVE**

CCO No. 014 **Sup. No.** 0 **Rev. No.** 0

Per Your Submittal Dated: 11/7/2006 **CCO Category Code:** C - A - X - X

PROVIDES FOR SET-UP OF TEMPORARY OFFICE FACILITIES ON PIER 7 FOR JOINT-USE BY THE DEPARTMENT'S ENGINEERING STAFF AND CONTRACTOR'S STAFF DURING CONSTRUCTION OF THE PROJECT.

RECOMMENDATION FOR ISSUE AND APPROVE IS CONDITIONAL ON THE FOLLOWING:

1. OBTAINING THE TBPOC'S APPROVAL AUTHORITY FOR THIS CHANGE SINCE THE COST EXCEEDS $1,000,000.00.

2. IN THE FUTURE, I&A REQUESTS MUST INCLUDE THE APPROPRIATE SIGNATURES (SUBMITTED BY & APPROVAL RECOMMENDED BY) ON THE CCO IN ACCORDANCE WITH CONSTRUCTION MANUAL.

THE TOTAL COST OF THIS CHANGE IS SHOWN AS $1,800,000.00 WITH NO TIME ADJUSTMENT.

Items:	$0.00
Force Account:	$1,800,000.00
Agreed Price:	$0.00
Adj. of Comp.	$0.00
Total:	**$1,800,000.00**
Time:	**(NONE)**

EUGENE MALLETTE,
by: Assistant Division Chief

Ken Darby

Ken Darby
Division of Construction
1120 "N" Street, MS-44, Sacramento, CA 95814
Fax Number: (916) 654-5735
To Confirm Transmission, Call (916) 654-5259

CALTRANS

TOLL BRIDGE SEISMIC RETROFIT PROGRAM
NEW PROJECT OFFICE AND SITE IMPROVEMENTS

PIER 7, BURMA ROAD
OAKLAND, CA

GENERAL NOTES

1. EXAMINE THE SITE AND COMPARE IT WITH DRAWINGS. NOTIFY ARCHITECT OF ANY DISCREPANCIES PRIOR TO THE START OF WORK.
2. THE CONSTRUCTION DOCUMENTS ARE PROVIDED TO ILLUSTRATE THE DESIGN AND GENERAL TYPE OF CONSTRUCTION DESIRED AND IMPLY THE FINEST QUALITY OF CONSTRUCTION MATERIAL AND WORKMANSHIP THROUGHOUT. THE CONTRACTOR SHALL COMPLY WITH THE SPIRIT AS WELL AS THE LETTER IN WHICH THEY WERE WRITTEN.
3. ALL CONSTRUCTION DOCUMENTS ARE COMPLIMENTARY AND WHAT IS CALLED FOR BY ANY WILL BE AS BINDING AS IF CALLED FOR BY ALL.
4. S.E.D. AND S.M.D. FOR LOCATION OF ALL INTERIOR AND EXTERIOR HOUSEKEEPING PADS, VENT, DUCT, CONDUIT, AND SLEEVE PENETRATIONS.
5. PROVIDE AS USED HEREIN SHALL MEAN FURNISH AND INSTALL.
6. PROTECT SITE AND NEW OR EXISTING MATERIALS AND FINISHES FROM DAMAGE WHICH MAY OCCUR FROM CONSTRUCTION DEMOLITION, DUST, WATER ETC. AND PROVIDE AND MAINTAIN TEMPORARY BARRICADE, CLOSURE WALLS ETC. AS REQUIRED TO PROTECT THE PUBLIC DURING THE PERIOD OF CONSTRUCTION. DAMAGE TO NEW AND EXISTING MATERIALS, FINISHES STRUCTURES AND EQUIPMENT SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ARCHITECT.
7. PATCH ALL AREAS DAMAGED DUE TO NEW CONSTRUCTION OR WHERE PENETRATION OF UTILITIES HAS OCCURRED AND BEEN REMOVED. REPAIR ALL DEMOLITION PERFORMED IN EXCESS OF THAT REQUIRED, AT NO COST TO OWNER. PATCH ALL FINISHES TO MATCH EXISTING ADJACENT WHERE NEW CONSTRUCTION MEETS EXISTING.
8. MAINTAIN A CURRENT AND COMPLETE SET OF CONSTRUCTION DOCUMENTS ON THE SITE DURING ALL PHASES OF CONSTRUCTION, FOR THE USE OF ALL TRADES, AND PROVIDE ALL SUB-CONTRACTORS WITH CURRENT CONSTRUCTION DOCUMENTS AS REQUIRED.
9. REMOVE ALL RUBBISH AND WASTE MATERIALS ON A REGULAR BASIS AND EXERCISE STRICT CONTROL OVER JOB CLEANING TO PREVENT ANY DIRT, DEBRIS OR DUST FROM AFFECTING FINISHED AREA IN OR OUTSIDE SITE.
10. VERIFY ALL DIMENSIONS SHOWN ON DRAWINGS BY TAKING FIELD MEASUREMENTS. PROPER FIT AND ATTACHMENT OF ALL PARTS IS REQUIRED. NOTIFY ARCHITECT OF CONFLICTS PRIOR TO THE START OF WORK. DO NOT SCALE DRAWINGS TO LAY OUT WALL. ALL DIMENSIONS NOTED "CLEAR" SHALL BE STRICTLY MAINTAINED.
11. THE ARCHITECT HAS NO KNOWLEDGE OF AND SHALL NOT BE HELD LIABLE FOR ANY ASBESTOS OR OTHER HAZARDOUS MATERIAL ON JOB SITE. IF ASBESTOS OR OTHER HAZARDOUS MATERIALS ARE DISCOVERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY ISOLATE THE AFFECTED AREA AND NOTIFY THE OWNER FOR FURTHER INSTRUCTION BEFORE PROCEEDING.
12. ALL MATERIALS TO BE INSTALLED ARE TO BE NEW. DO NOT REUSE REMOVED OR OTHERWISE DEMOLISHED MATERIALS UNLESS DIRECTED BY THE ARCHITECT.
13. DIMENSIONS ARE TO FACE OF FINISH, UNLESS OTHERWISE NOTED.
14. PROVIDE FIRESTOP AT PENETRATIONS AS PER CBC SECTION 714, 709.6, 710.2.
15. INSTALLATION OF DEFERRED APPROVAL ITEMS SHALL NOT BE STARTED UNTIL CONTRACTOR'S DRAWINGS, SPECIFICATIONS AND ENGINEERING CALCULATIONS FOR THE ACTUAL SYSTEMS TO BE INSTALLED HAVE BEEN ACCEPTED AND SIGNED BY THE ARCHITECT OR STRUCTURAL ENGINEER AND APPROVED BY DSA.
16. THE GENERAL CONTRACTOR SHALL COORDINATE WORK WITH ALL TRADES INVOLVED TO INSURE CLEARANCES FOR FIXTURES, DUCTS, CEILINGS ETC. NECESSARY TO MAINTAIN THE SPECIFIED FINISH CEILING ABOVE THE FINISH FLOOR SLAB AS NOTED ON THE DRAWINGS. CLARIFY ALL CONFLICTS WITH THE ARCHITECT.
17. THE GENERAL CONTRACTOR SHALL SUBMIT ALL NECESSARY DRAWINGS, CATALOG BROCHURES, ETC. FOR ARCHITECT'S APPROVAL. SUBSTITUTIONS TO BUILDING STANDARDS SHALL NOT BE MADE UNLESS ARCHITECT'S APPROVAL IS RECEIVED AND SHOP DRAWINGS ARE SUBMITTED FOR APPROVAL.
18. AT ALL TIMES, CONTRACTOR SHALL BE SOLELY AND COMPLETELY RESPONSIBLE FOR THE CONDITIONS OF THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY, AND FOR ALL NECESSARY INDEPENDENT ENGINEERING REVIEWS OF THE BUILDING/SITE CONDITIONS. THE ARCHITECT AND/OR ENGINEER'S REVIEW IS NOT INTENDED TO INCLUDE THE ADEQUECY OF THE CONTRACTOR'S SAFETY MEASURES.
19. CONTRACTOR SHALL ADHERE TO ALL CODES, RULES AND REGULATIONS GOVERNING CONSTRUCTION, BUILDING ACCESS AND THE USE OF FACILITIES AS SET BY FEDERAL, STATE AND LOCAL CODES, BUILDING DEPARTMENT AGENCIES AND BUILDING OWNER.
20. THE GENERAL CONTRACTOR SHALL SUBMIT SAMPLES OF EACH FINISH TO THE ARCHITECT, ACCORDING TO THE SPECIFICATIONS. FOR APPROVAL, FINISH SAMPLES SHALL BE APPLIED TO THE SAME MATERIAL AS IT OCCURS IN THE FIELD. THE GENERAL CONTRACTOR SHALL SUBMIT, ALONG WITH THE FINISH SAMPLES, EVIDENCE OF HIS/HER'S COMPLIANCE WITH FIRE AND BUILDING CODES AND REGULATIONS WITH RESPECT TO FLAME SPREAD, SMOKE, ETC.

CODES, STANDARDS & REGULATIONS

2001 CALIFORNIA CODES - TITLE 24

1. STATE OF CALIFORNIA TITLE 24 (2001 EDITION) - PART 1 BUILDING STANDARDS ADMINISTRATIVE CODE
2. STATE OF CALIFORNIA TITLE 24 (2001 EDITION) - PART 2/VOLUME 1 CALIFORNIA BUILDING CODE/AMENDMENT WITH 1997 UBC, VOLUME 1
3. STATE OF CALIFORNIA TITLE 24 (2001 EDITION) - PART 2/VOLUME 2 CALIFORNIA BUILDING CODE/AMENDMENT WITH 1997 UBC, VOLUME 2
4. 1997 UNIFORM BUILDING CODE, VOLUME 3
5. STATE OF CALIFORNIA TITLE 24 (2001 EDITION) - PART 3 CALIFORNIA ELECTRICAL CODE/AMENDMENT WITH A 1999 NEC
6. STATE OF CALIFORNIA TITLE 24 (2001 EDITION) - PART 4 CALIFORNIA MECHANICAL CODE/AMENDMENT WITH A 1997 UMC
7. STATE OF CALIFORNIA TITLE 24 (2001 EDITION) - PART 5 CALIFORNIA PLUMBING CODE WITH 1997 UPC
8. STATE OF CALIFORNIA TITLE 24 (2001 EDITION) - PART 6 CALIFORNIA ENERGY CODE
9. STATE OF CALIFORNIA TITLE 24 (2001 EDITION) - PART 9 CALIFORNIA FIRE CODE/AMENDMENT WITH A 1997 UFC
10. STATE OF CALIFORNIA TITLE 24 (2001 EDITION) - PART 12 CALIFORNIA REFERENCED STANDARDS CODE
11. TITLE 19, CCR, PUBLIC SAFETY, STATE FIRE MARSHAL REGULATIONS
12. FEDERAL ADA STANDARDS & GUIDELINES

NATIONAL REFERENCE STANDARDS

ASD (AISC) MANUAL OF STEEL CONSTRUCTION, 9TH EDITION
1991 REVISED NATIONAL DESIGN SPECIFICATION FOR WOOD CONSTRUCTION
ACI-318-95 CODE & COMMENTARY
NFPA 13, AUTOMATIC SPRINKLER SYSTEM, 1996 EDITION
NFPA 72, NATIONAL FIRE ALARM CODE, 1998 EDITION (AS AMENDED BY SFM)
1998 UNIFORM FIRE CODE
TCA, TILE COUNCIL OF AMERICA

SYMBOLS

ROOM KEY — ROOM NAME — ROOM NUMBER
WALL TYPE SYMBOL — TYPE NUMBER — HOUR RATING OF WALL
DRAWING NUMBER — SHEET NUMBER
CEILING/FLOOR & CEILING/ROOF KEY — TYPE NUMBER
BLDG. SECTION KEY — DRAWING NUMBER — SHEET NUMBER
SIGNAGE KEY — SIGNAGE TYPE
WALL SECTION KEY — DRAWING NUMBER — SHEET NUMBER
Reference North — NORTH ARROW
ELEVATION KEY — DRAWING NUMBER — SHEET NUMBER
COLUMN GRID — GRID LINES — BUILDING LABEL
WINDOW KEY — TYPE NUMBER
DOOR KEY — DOOR NUMBER
DRAWING MATCH LINE
EQUIPMENT KEY — EQUIPMENT NUMBER
KEY NOTE SYMBOL — KEY NOTE NUMBER
REVISION SYMBOL — REVISION NUMBER
DETAIL SYMBOL — DRAWING NUMBER — SHEET NUMBER
Line 1 / Line 2 / 0'-0" — ELEVATION REFERENCE

PROJECT DESCRIPTION

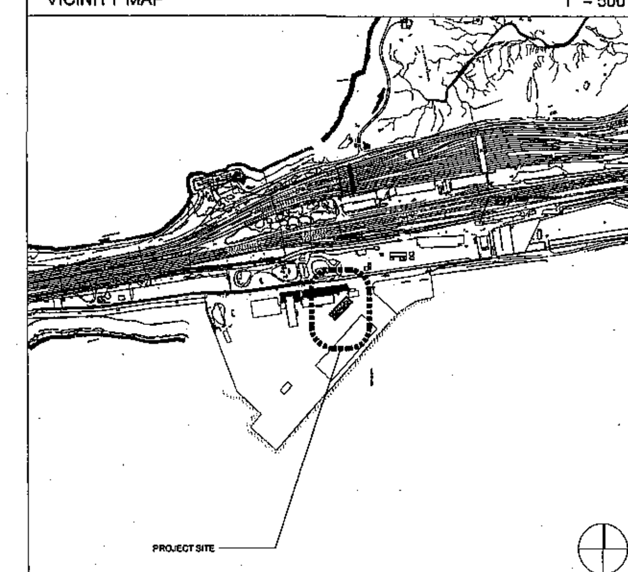
TOLL BRIDGE SEISMIC RETROFIT PROGRAM NEW PROJECT OFFICE AND SITE IMPROVEMENTS

BUILDING INFORMATION

BUILDING TYPE: V-N
OCCUPANCY GROUP: B
BUILDING AREA: 10,800 S.F. +/-
SEISMIC ZONE: 4

VICINITY MAP

1" = 500'



ABBREVIATIONS

A.C.	ASPHALT CONCRETE
A.F.F.	AFTER FINISHED FLOOR
APPROX.	APPROXIMATE
CLF	CHAIN LINK FENCE
CLR.	CLEAR
CONC.	CONCRETE
DWG.	DRAWING
(E)	EXISTING
MAX.	MAXIMUM
MIN.	MINIMUM
MFR.	MANUFACTURER
(N)	NEW
N	NORTH
O.C.	ON CENTER
REBAR	REINFORCING BAR
S4S	SANDED ALL FOUR SIDES
S.S.	STAINLESS STEEL
T.O.	TOP OF
TYP.	TYPICAL
WD.	WOOD
W/	WITH

SHEET INDEX

ARCHITECTURAL

A0	COVER SHEET
D1	SITE DEMOLITION PLAN (N.I.C.)
A1	SITE PLAN
A2	FLOOR PLAN
A3	FURNITURE PLAN
A4	ENLARGED PLANS & INTERIOR ELEVATIONS

LANDSCAPE

L1	OPEN SPACE LAYOUT AND IRRIGATION PLAN

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Oakland, CA 94607

■ Consultants

■ Approval Stamp

■ Revisions:

■ Sheet Name

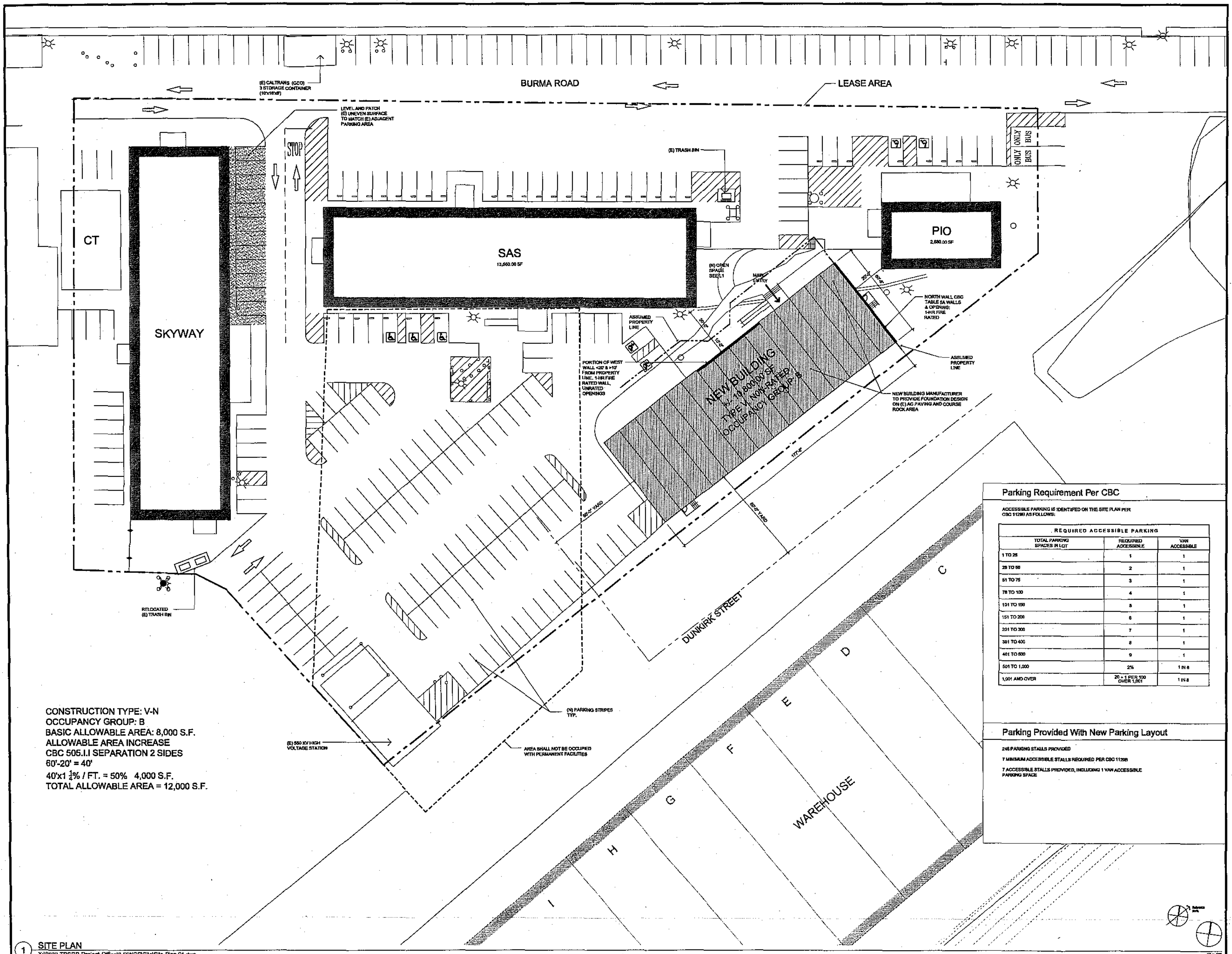
COVER SHEET

■ Drawing Scale

■ Project Information:
Date: 9/1/2006
Status:
Project Number: 0922

■ Sheet

A0



CONSTRUCTION TYPE: V-N
OCCUPANCY GROUP: B
BASIC ALLOWABLE AREA: 8,000 S.F.
ALLOWABLE AREA INCREASE
CBC 505.I.I SEPARATION 2 SIDES
60'-20' = 40'
40'x1 $\frac{1}{4}$% / FT. = 50% 4,000 S.F.
TOTAL ALLOWABLE AREA = 12,000 S.F.

Parking Requirement Per CBC

ACCESSIBLE PARKING IS IDENTIFIED ON THE SITE PLAN PER CBC 1129B AS FOLLOWS:

REQUIRED ACCESSIBLE PARKING		
TOTAL PARKING SPACES IN LOT	REQUIRED ACCESSIBLE	VAN ACCESSIBLE
1 TO 25	1	1
26 TO 50	2	1
51 TO 75	3	1
76 TO 100	4	1
101 TO 150	5	1
151 TO 200	6	1
201 TO 300	7	1
301 TO 400	8	1
401 TO 500	9	1
501 TO 1,000	2%	1 IN 8
1,001 AND OVER	20 + 1 PER 100 OVER 1,001	1 IN 8

Parking Provided With New Parking Layout

245 PARKING STALLS PROVIDED

7 MINIMUM ACCESSIBLE STALLS REQUIRED PER CBC 1129B

7 ACCESSIBLE STALLS PROVIDED, INCLUDING 1 VAN ACCESSIBLE PARKING SPACE

1 SITE PLAN
X:\0522-TBSRP-Project-Office\2-DWGS\Site\Site-Plan-01.dwg

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■ Revisions:

■ Sheet Name

SITE PLAN

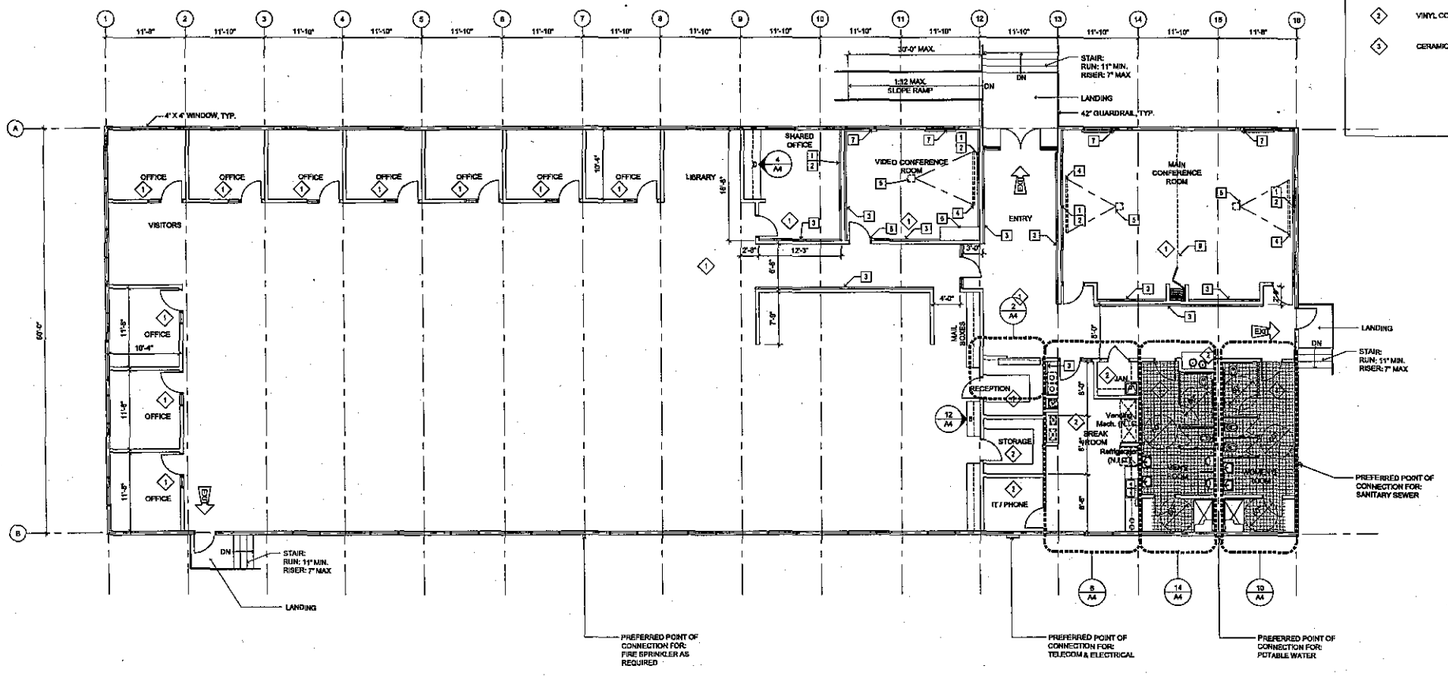
■ Drawing Scale

■ Project Information:

Date: 9/1/2006
Status:
Project Number: 0522

■ Sheet

A1



Legend

- BUILDING EXIT
- FULL HEIGHT WALL
- WINDOW SIDE LITE

Key Notes

1. FLOOR TO CEILING MAGNETIC DRY ERASE BOARDS ON WALL
2. PROVIDE MARKER AND ERASER HOLDERS AND MAGNETIC PEGS
3. FULL HEIGHT TACK BOARDS ON WALL
4. RETRACTABLE CEILING MOUNTED PROJECTION SCREEN
5. OVERHEAD PROJECTOR BRACKET IN CEILING
6. VIDEO CONFERENCE EQUIPMENT STORAGE CABINET
7. BLACK OUT SHADE
8. LOCKABLE DOOR
9. OPERABLE PARTITION

Floor Finishes

1. CARPET
2. VINYL COMPOSITION TILE
3. CERAMIC TILE

1 FLOOR PLAN
X:\0622-TBSRP-Project-Office\2-DWGS\BaseIX-BLDG.dwg

1/8" = 1'-0"

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Revisions:

Sheet Name

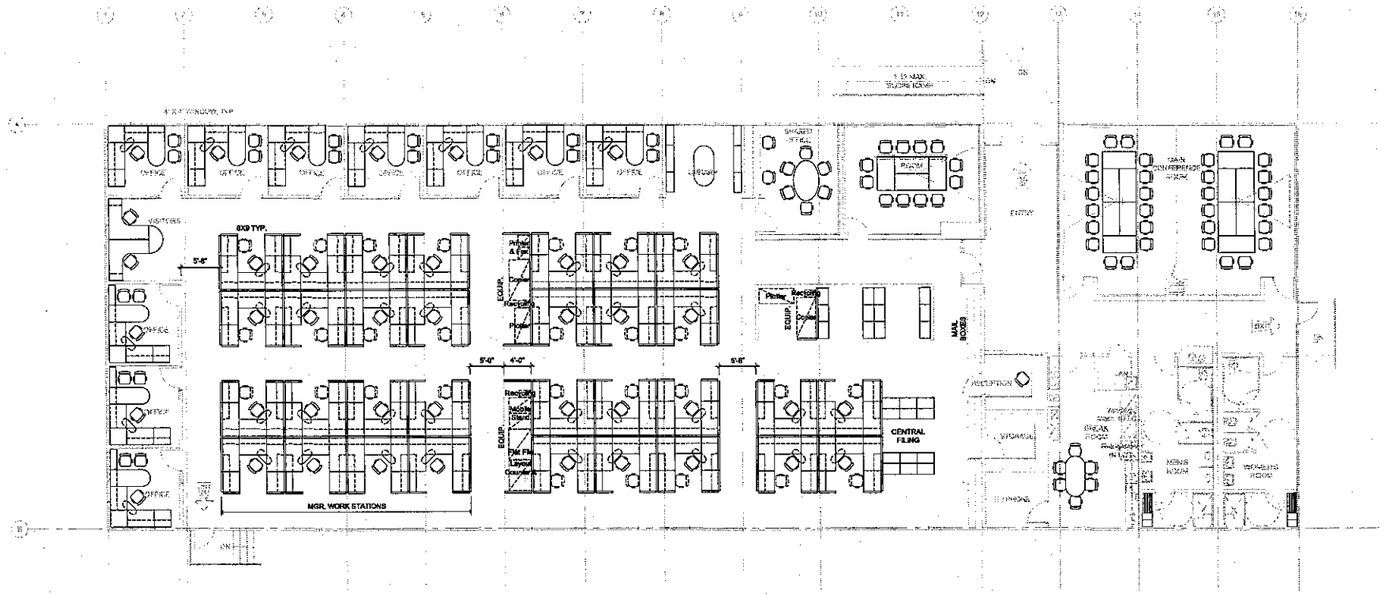
FLOOR PLAN

Drawing Scale

Project Information:
Date: 9/1/2006
Status:
Project Number: 0622

Sheet

A2



1 FURNITURE PLAN
X:\0622-TBSRP-Project-Office\2-DWGS\BaseVX-BLDG.dwg

1/8" = 1'-0"

Reference North

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Revisions:

Sheet Name
FURNITURE PLAN

Drawing Scale

Project Information:
Date: 9/1/2006
Status:
Project Number: 0622

Sheet
A3

Toilet Accessory Schedule

MANUFACTURER- BOBRICK, FINISH: SATIN FINISH STAINLESS STEEL

(A) TOILET SEAT COVER DISPENSER
B-301
15 3/16 x 2 9/16 x 10 3/4
SURFACE MOUNTED

(B) SANITARY NAPKIN DISPOSAL
B-254
10 11/16 x 4 1/16 x 15 1/8
SURFACE MOUNTED
(WOMAN'S RESTROOM ONLY)

(C) PAPER TOWEL DISPENSER
B-2860
12 1/4" x 10 1/2" x 15"
SURFACE MOUNTED

(D) WASTE RECEPTACLE
B-279
14 x 8 x 18
SURFACE MOUNTED

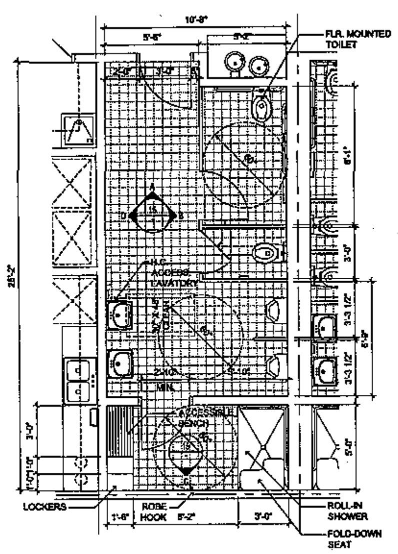
(E) MIRROR
B-165
18 x 36
SURFACE MOUNTED

(F) MULTI-ROLL TOILET TISSUE DISPENSER
B-2888
6 1/16 x 5 15/16 x 11
SURFACE MOUNTED
3" MAX PROJECTION
AT ACCESSIBLE STALL

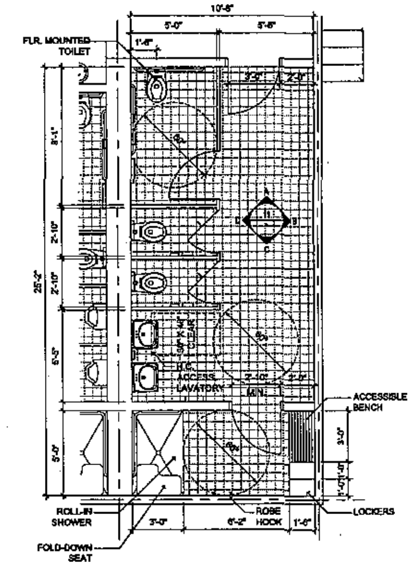
(G) SANITARY NAPKIN DISPENSER
B-2800
14 13/16 x 4 3/4 x 25 3/8
SURFACE MOUNTED

(H) SOAP DISPENSER
B-2112
4 3/4" x 2 3/4" x 6 1/8"
SURFACE MOUNTED

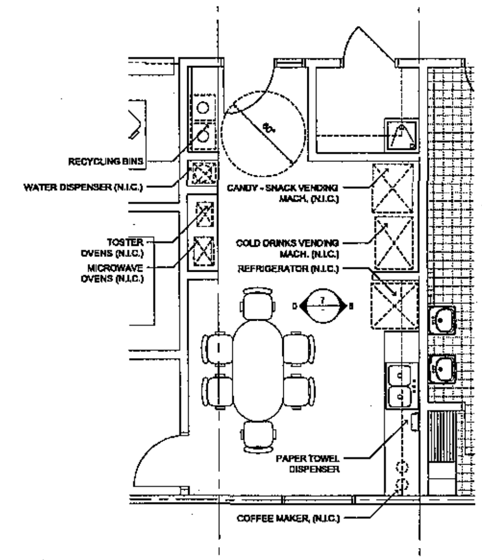
(J) GRAB BARS
B-5507.99 x 36, B-5507.99 x 42
1 1/4 DIAMETER
CONCEALED MOUNTING
PEENED GRIPPING SURFACE



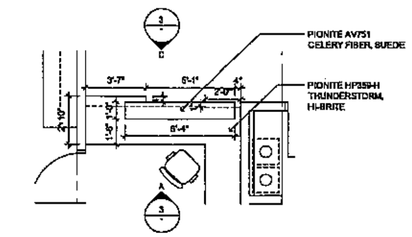
(14) MEN'S RESTROOM ENLARGED PLAN 1/4" = 1'-0"



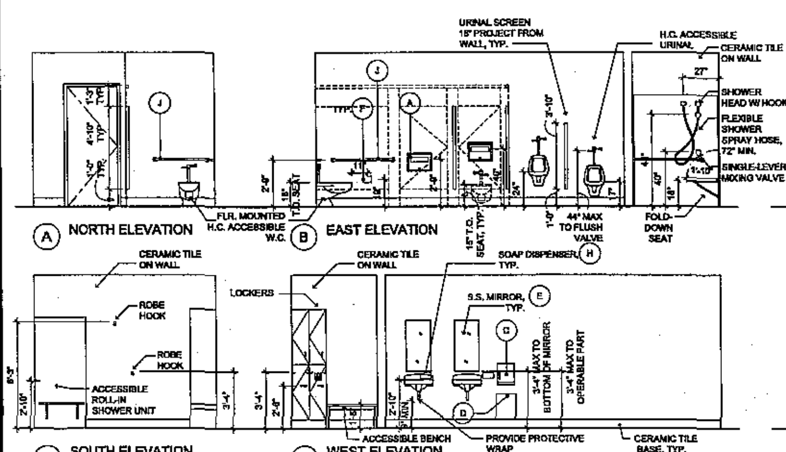
(10) WOMEN'S RESTROOM ENLARGED PLAN 1/4" = 1'-0"



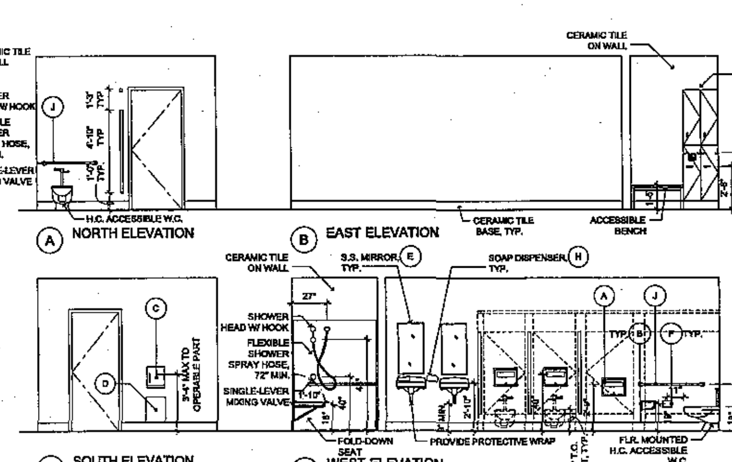
(6) BREAK ROOM ENLARGED PLAN 1/4" = 1'-0"



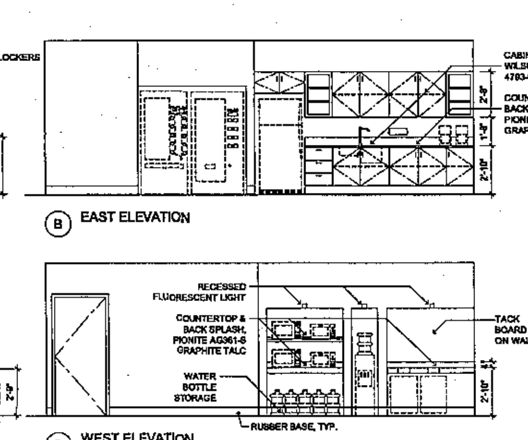
(2) RECEPTION DESK - ENLARGED PLAN 1/4" = 1'-0"



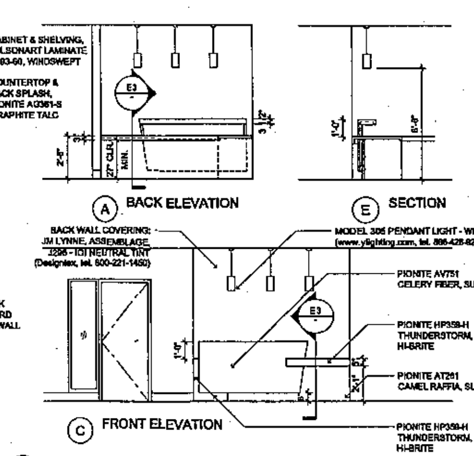
(15) MEN'S RESTROOM - ELEVATIONS 1/4" = 1'-0"



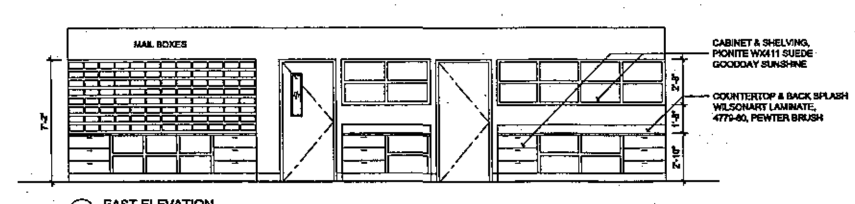
(11) WOMEN'S RESTROOM - ELEVATIONS 1/4" = 1'-0"



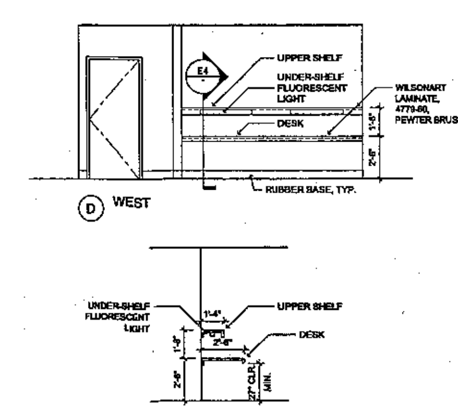
(7) BREAK ROOM - ELEVATIONS 1/4" = 1'-0"



(3) RECEPTION DESK - ELEVATIONS SECTIONS 1/4" = 1'-0"



(12) CABINETS @ LINE 12 - ELEVATION 1/4" = 1'-0"



(4) DESK @ SHARED OFFICE - ELEVATION SECTION 1/4" = 1'-0"

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Approval Stamp

Revisions:

Sheet Name

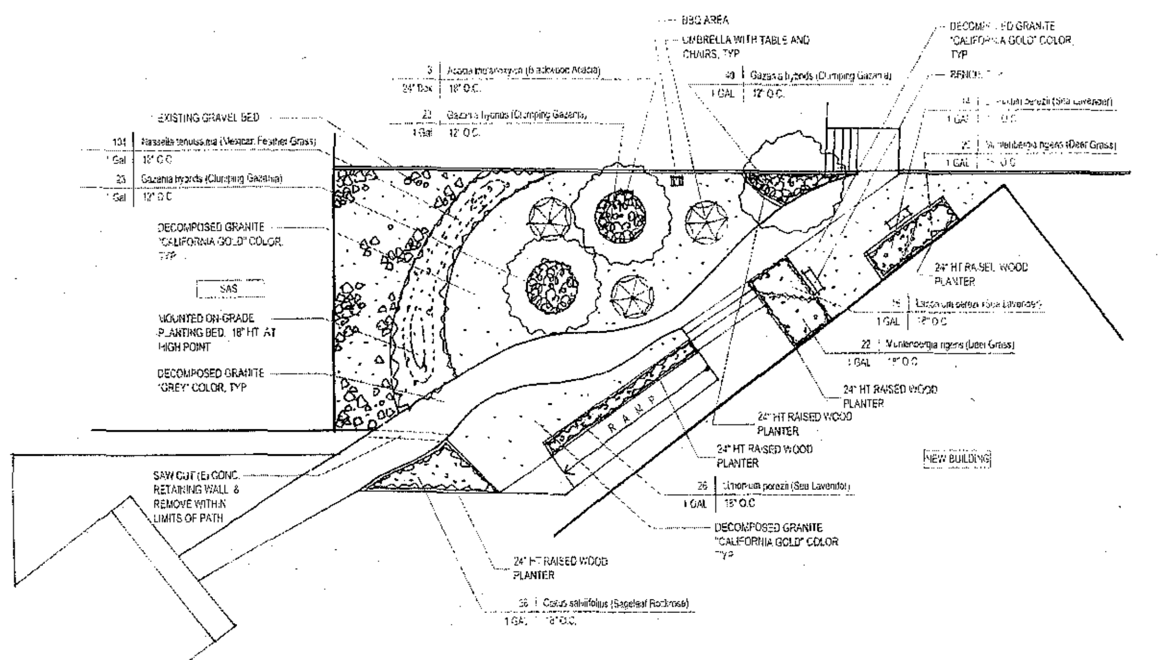
ENLARGED PLANS & INTERIOR ELEVATIONS

Drawing Scale

Project Information:
Date: 9/1/2006
Status:
Project Number: 0622

Sheet

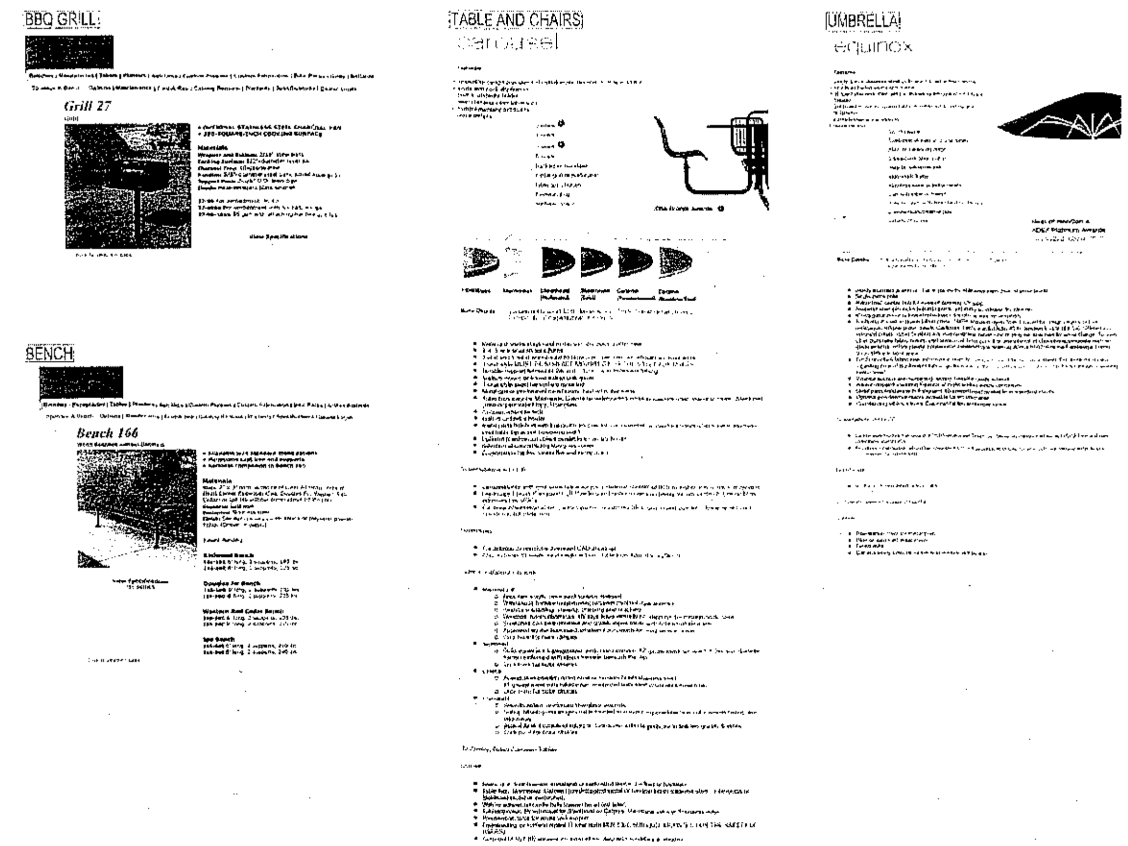
A4

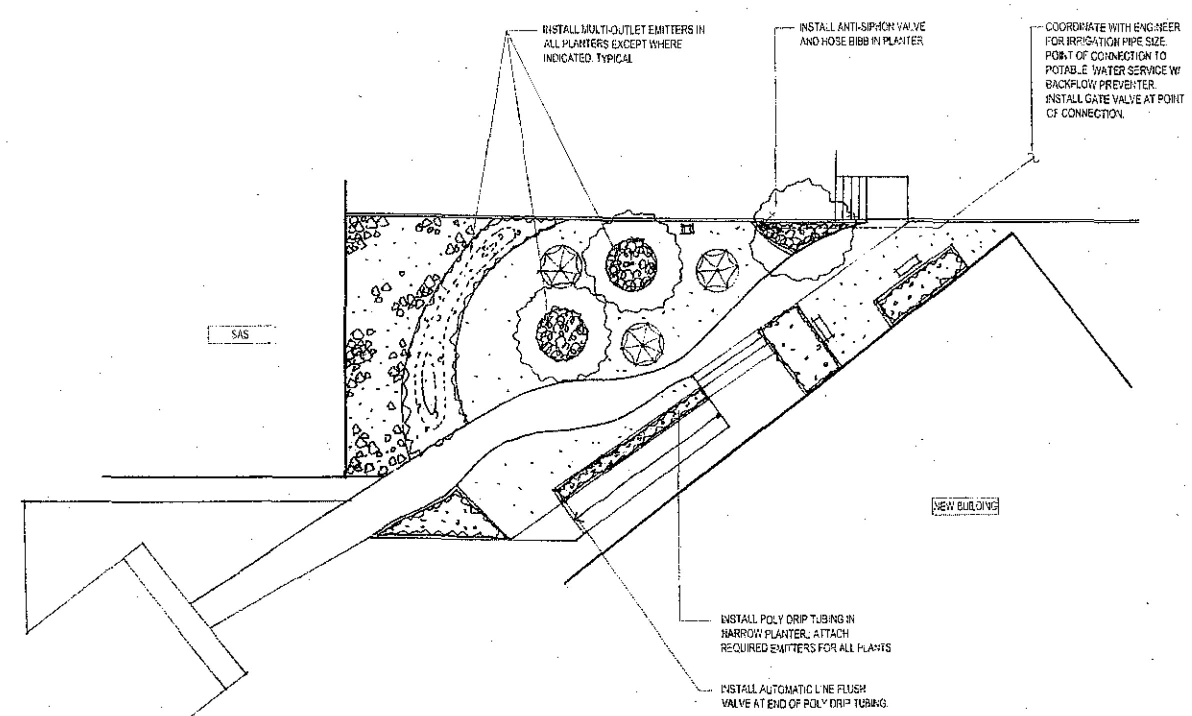


OPEN SPACE LAYOUT AND PLANTING PLAN

SCALE: 1"= 10'

SUGGESTED SITE FURNITURES





OPEN SPACE IRRIGATION PLAN

SCALE: 1"= 10'

IRRIGATION NOTES

1. IRRIGATION SYSTEM DEMAND IS 10 GPM AT 40 PSI MINIMUM STATIC PRESSURE AT THE POINT OF CONNECTION. CONFIRM STATIC PRESSURE PRIOR TO START OF WORK. NOTIFY OWNER'S REPRESENTATIVE IF STATIC PRESSURE IS LOWER THAN STATED DEMAND. IF STATIC PRESSURE IS HIGHER THAN 75 PSI, INSTALL A WILKINS #600 PRESSURE REGULATOR DOWNSTREAM OF POINT OF CONNECTION. ADJUST OUTLET PRESSURE TO 40 PSI.
2. MAKE IRRIGATION POINT OF CONNECTION AS DIRECTED AND COORDINATE WITH OTHER WORK AS REQUIRED.
3. INSTALL IRRIGATION CONTROLLER WHERE DIRECTED. EXACT LOCATION OF CONTROLLER TO BE DETERMINED AT JOBSITE BY OWNER'S REPRESENTATIVE. 120 VOLT A.C. ELECTRICAL SUPPLY IS PROVIDED FOR IN IMMEDIATE VICINITY BY ELECTRICAL SECTION OF CONTRACT. MAKE FINAL 120 VOLT ELECTRICAL CONNECTIONS. USE EMT METAL CONDUIT FOR INDOOR INSTALLATIONS, AND LIQUID-TITE CONDUIT FOR OUTDOOR INSTALLATIONS. INSTALL PER MANUFACTURER'S INSTRUCTIONS. GROUND CONTROLLER AND CONFORM TO APPLICABLE LOCAL CODES.
4. LOCATE ANTI-SIPHON VALVE AND HOSE BIBB WHERE INDICATED ON PLAN UNLESS DIRECTED OTHERWISE. MOUNT PRESSURE REGULATOR ON OUTLET RISER OF ANTI-SIPHON VALVE. INSTALL FILTER IN 1419 VALVE BOX. ALLOW ACCESSIBILITY FOR FLUSHING AND CLEANING.
5. ANTI-SIPHON VALVE IS REQUIRED TO BE INSTALLED WITH RELIEF VALVE 12" ABOVE HIGHEST DOWNSTREAM OUTLET. PLUMB TO ALL MULTI-OUTLET EMITTER HEADS WITH SCH. 40 PVC.
6. FULL COVERAGE IS REQUIRED. LOCATE MULTI-OUTLET EMITTERS AND PROVIDE SUFFICIENT QUANTITY SUCH THAT MAXIMUM LENGTH OF DISTRIBUTION TUBING IS 8'. MAKE MINOR MODIFICATIONS TO LAYOUT AS REQUIRED TO OBTAIN COMPLETE COVERAGE AND REVIEW WITH OWNER'S REPRESENTATIVE.
7. INSTALL CHECK VALVES ON LATERAL LINES AS REQUIRED TO PREVENT LOW HEAD DRAINAGE.
8. INSTALL ONE DEDICATED MULTI-OUTLET EMITTER FOR EACH 24" BOX TREE INSTALLED. PROVIDE 8 EMISSION POINTS AT TIME OF INSTALLATION, LEAVING 4 OUTLETS FOR FUTURE USE.
9. INSTALL ONE EMISSION POINT FOR EACH 1 GALLON PLANT INSTALLED. FOR ALL EMISSION POINTS, USE OLSON TUBING STAKE AND INSECT CAP. STAKE IN PLACE ON TOP OF NEWLY INSTALLED ROOTBALLS. COVER TUBING WITH MIN. 3" SOIL OR MULCH.
10. ALL WORK SHALL BE IN ACCORDANCE WITH ALL APPLICABLE CODES.
11. WIRE SHALL BE #14 AWG MINIMUM, 600 VOLT UF, U.L. APPROVED FOR DIRECT BURIAL.
12. PROVIDE OWNER WITH WARRANTIES AND OPERATING INSTRUCTIONS FOR ALL EQUIPMENT AND INSTRUCT OWNER IN CONTROLLER OPERATION.
13. INSTRUCT OWNER REGARDING ADJUSTMENT, FLUSHING, AND ON-GOING MAINTENANCE OF SYSTEM.
14. AT NARROW PLANTER, INSTALL EMITTERS DIRECTLY INTO 1/2" DRIP LINE. SNAKE DRIP LINE SUCH THAT ALL EMITTERS ARE WITHIN BACKFILLED AREA SURROUNDING NEWLY INSTALLED PLANTS. DO NOT USE SMALL DIAMETER DISTRIBUTION TUBING IN THIS AREA.

IRRIGATION SYSTEM EQUIPMENT LIST

MANUF.	MODEL NO.	DESCRIPTION
OLSON	1706	12-OUTLET EMITTER HEAD, 2 GPH PER OUTLET
CHAMPION	466-100	1" ANTI-SIPHON VALVE BODY
SUPERIOR	600-1"	AUTOMATIC VALVE ADAPTOR
SENNINGER	PR-30M	PRE-SET PRESSURE REGULATOR
AG. PRODUCTS	AE-1B	FILTER WITH 200 MESH SCREEN
AG. PRODUCTS	OE-FCH	AUTOMATIC FLUSH VALVE
CHAMPION	8401	BENT NOSE GARDEN VALVE, RISER MOUNT
CHAMPION	8401	BENT NOSE GARDEN VALVE, RISER MOUNT
————		IRRIGATION MAIN AND LATERAL LINES: PVC SCH. 40 SOLVENT WELD PIPE WITH SCH. 40 SOLVENT WELD FITTINGS. LATERAL PIPE ROUTING NOT SHOWN ON PLAN.
		POLY DRIP SUPPLY TUBING, 0.700" x 0.600" (1/2" NOMINAL SIZE), BY AGRICULTURAL PRODUCTS OR EQUAL, WITH 700 SERIES COMPRESSION FITTINGS.
		DISTRIBUTION TUBING FOR MULTI-OUTLET EMITTERS: .125" I.D. OLSON POLY TUBING

NORTH

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■ Approval Stamp

■ Revisions:

■ Sheet Name

OPEN SPACE LAYOUT & IRRIGATION PLAN

■ Drawing Scale

■ Project Information

Date

Status

Project Number

■ Sheet

L1

EAST SPAN SKYWAY

I

STATUS UPDATE: 12/14/2006

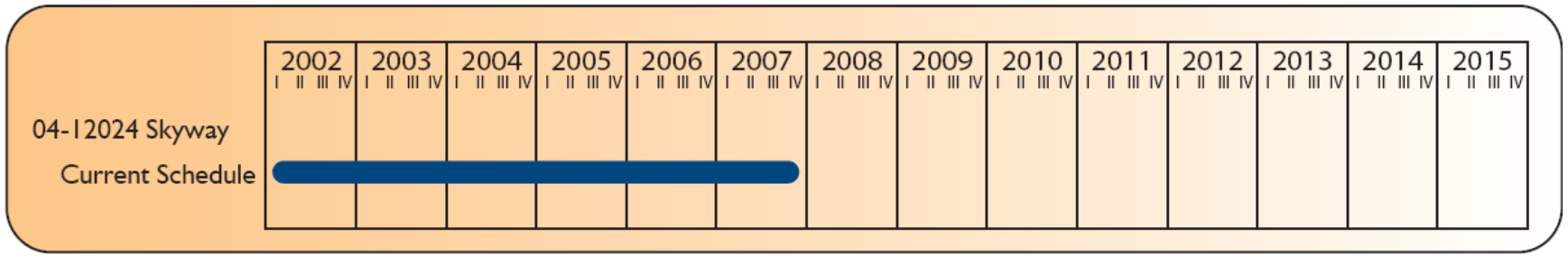
Contractor:	Kiewit-FCI-Manson-JV
Project Description:	The Skyway contract constructs two parallel, pre-cast concrete approach spans from the Oakland touchdown to the SAS near Yerba Buena Island.
Month's Highlights: *(Ref: TBSRP and RM1, Monthly Progress Report, December 2006, Draft)*	✓ The Skyway contract is currently in construction and is 94% complete as of November 20, 2006. ✓ The foundation work is complete including the installation of the fenders around six of the pier footings. ✓ The eastbound structure is 100% complete with the erection of all segments, while the westbound structure has erected 224 of the 226 segments (99%) with 2 segments remaining to be erected. A total of 450 segments (99%) have been stalled to date. ✓ Erection of the remaining segments is scheduled to be completed by December 2006. The hinge pipe beams at hinge BW were delivered and installed. ✓ Bike path cantilever beam installation is complete and installation of panel segments is currently 84% complete.
Request for TBPOC Action(s):	✓ N/A

II PROJECT MILESTONES (Third Quarter Report (September 30, 2006), Toll Bridge Seismic Retrofit Program)

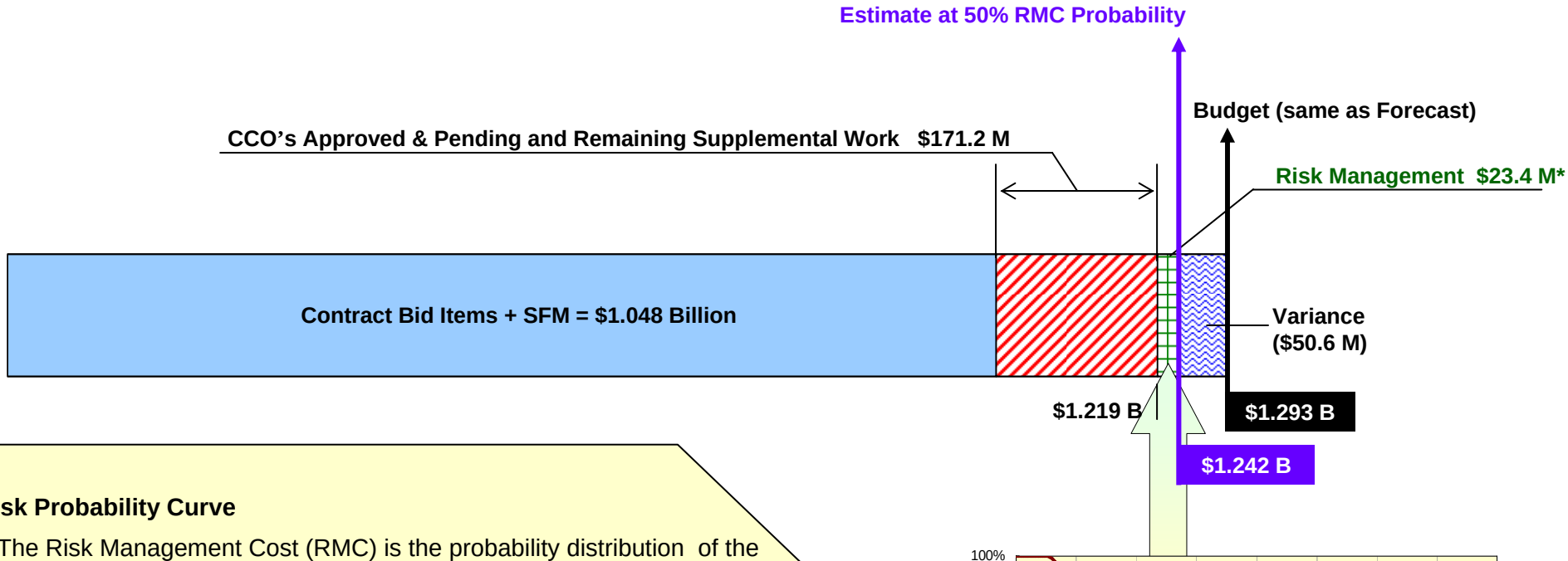
Award Date	01/17/2006
AB 144/SB 66 Project Complete Baseline (07/2005)	04/2007
Project Complete Current Approved Schedule (09/2006)	12/2007
Project Complete Schedule Forecast (09/2006)	12/2007

III CURRENT APPROVED SCHEDULE

✓ Current Schedule – Third Quarter Report (September 30, 2006), Toll Bridge Seismic Retrofit Program



IV BUDGET STATUS (3rd Quarter Risk Management Plan, September 26, 2006)



Risk Probability Curve

- The Risk Management Cost (RMC) is the probability distribution of the total cost of all risks, notices of potential claim, outstanding disputes, and potential future (i.e., not identified as approved and pending) contract change orders on the contract.
- The probability distribution curve to the right illustrates possible RMC outcomes. For example:
  - There is an 80% probability that the RMC is greater than $16.8 M.
  - There is a 50% probability that the RMC is greater than $23.4 M*; this value is shown in the budget balance beam above.
  - There is a 20% probability that the RMC is greater than $29.4 M.

V HIGH PRIORITY RISK MANAGEMENT ITEMS (3rd Quarter Risk Management Plan, September 26, 2006)

- ✓ Residual design and fit up issues with the service platforms.
- ✓ Extra costs of painting the bridge as a result of scope/specification change.

VI PENDING NOTICE OF POTENTIAL CLAIM (estimated value)

Description	Estimated Cost
Tub Girder Production NOPCs #14-25	$18,000,000

VII POTENTIAL SIGNIFICANT CCOs

Description	Estimated Cost
n/a	

VIII TBPOC DECISIONS TO DATE

Date	Decision
8/24/06	Approval of CCO No. 200 in the amount of $94,394,113 for closeout issues excluding direct cost claims associated with the fabrication of the two steel transition decks.
7/27/06	Approval for closeout strategy and tentative CCO approval in an amount not to exceed $95M.
2/23/06	Concurrence with staff's direction on the hinge pipe beam issues. Staff informed the DRB and Contractor that the HPB issue remains unresolved (Notice of Potential Claim #11).
2/23/06	Approval of CCO No. 83 for Service Platform Design Changes in the amount of $1,055,531 and CCO No. 83 Supplemental 1 for Service Platform Installation Work in the amount of $1M.
1/19/06	Approval to proceed with a January press event to cover the lifting of a large steel box section of the Skyway.

Date	Decision
10/28/05	Approval of CCO No. 90 for delays in the fabrication of the Skyway bike path.
10/28/05	Approval of CCO No. 107 for time-related overhead cost associated with working drawing delays.
9/22/05	Approval of schedule and cost mitigation planned approach.

OAKLAND TOUCHDOWN

I

STATUS UPDATE: 12/14/2006

Contractor:	(In Design)
Project Description:	The Oakland Touchdown work is organized into three contracts: OTD#1 (WB) - This contract includes construction of marine foundations work and westbound bridge section and roadway approach work for the section that connects the new Skyway portion to the roadway west of the Oakland Toll Plaza. Contract also constructs the electrical substation and the eastbound detour roadway. Traffic will not be placed on the detour until later during OTD #2. OTD#2 (EB) - This contract includes construction of remaining eastbound bridge section and roadway approach for the section that connects the new Skyway portion to the roadway west of the Oakland Toll Plaza. Work will occur once westbound traffic is shifted onto the new SAS. Submarine Cable - This contract includes replacement of the existing submarine electrical cable from Oakland to Treasure Island, and will be completed ahead of OTD Contract No. 1 to avoid possible construction conflicts.
Month's Highlights: *(Ref: TBSRP and RM1, Monthly Progress Report, December 2006, Draft)*	OTD#1 ✓ Design work is complete. Plans, specifications, and engineer's estimate (PS&E) were submitted to the Office Engineer on September 1, 2006. Bid advertise date is scheduled in early 2007 and contract completion is scheduled in October 2009. OTD#2 ✓ Design work for the structures portion of OTD #2 is complete and will be advertised as scheduled in 2010 in time for SAS opening. Submarine Cable ✓ The contract was re-advertised on November 27, 2006, and the bid opening is set for December 18, 2006.
Request for TBPOC Action(s):	✓ N/A

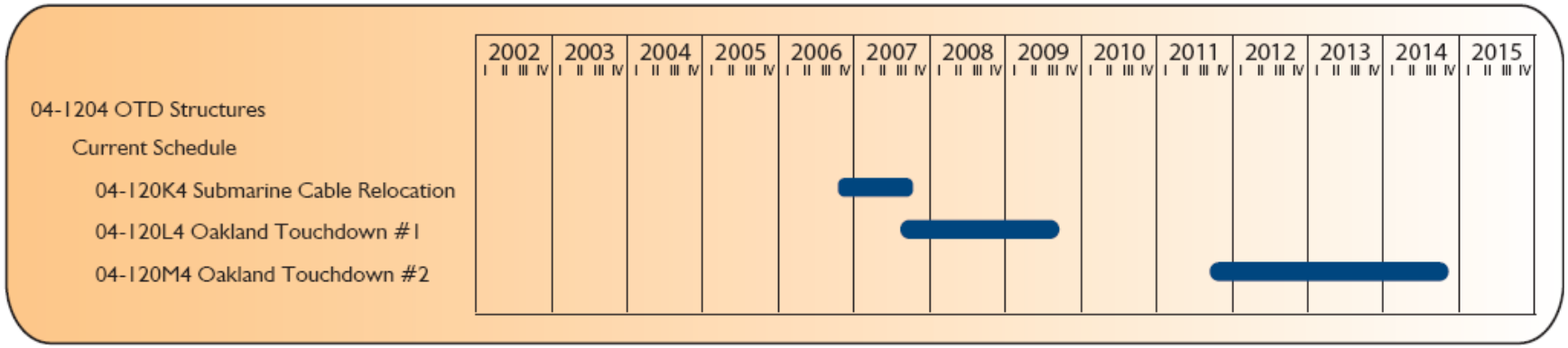
II PROJECT MILESTONES (Reported in Third Quarter Report (September 30, 2006) TBSRP)

	OTD #1(WB)	OTD #2 (EB)	Submarine Cable
Ad Date	2/2006	7/2010	11/27/06 (re-advertised)*
AB 144/SB 66 Project Complete Baseline (07/2005)	n/a	n/a	n/a
Project Complete Current Approved Schedule (09/2006)	7/2009	11/2014	7/2007
Project Complete Schedule Forecast (09/2006)	10/2009	11/2014	10/2007

* Not in 3rd Quarter Report

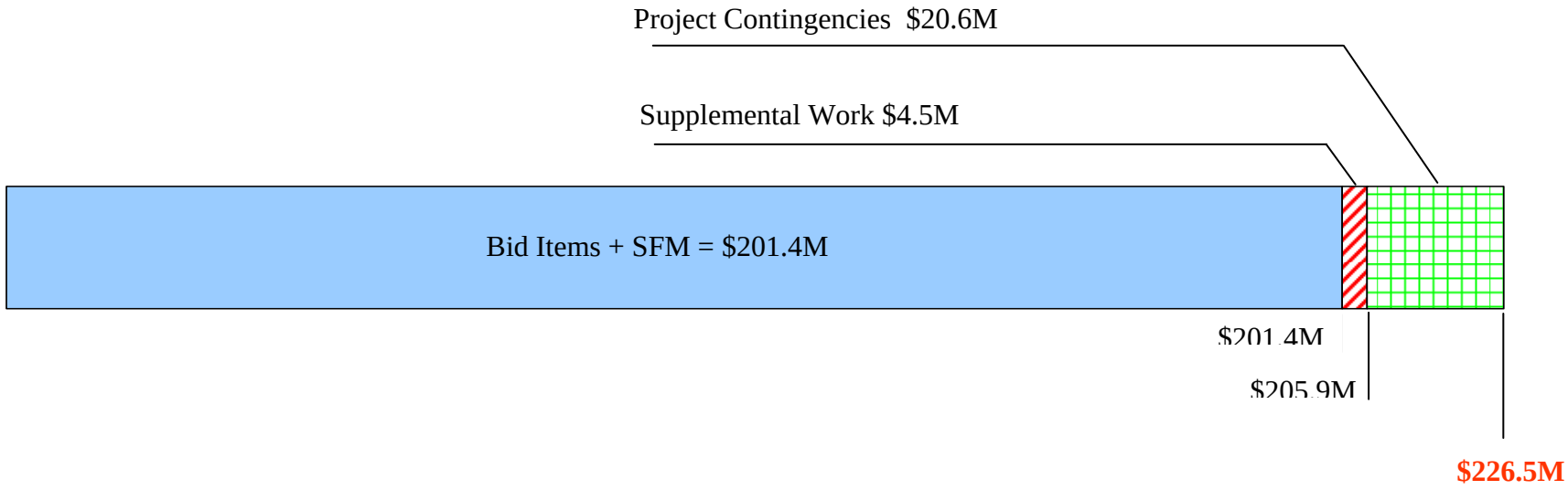
III CURRENT APPROVED SCHEDULE

✓ Current Schedule – Third Quarter Report (September 30, 2006), Toll Bridge Seismic Retrofit Program

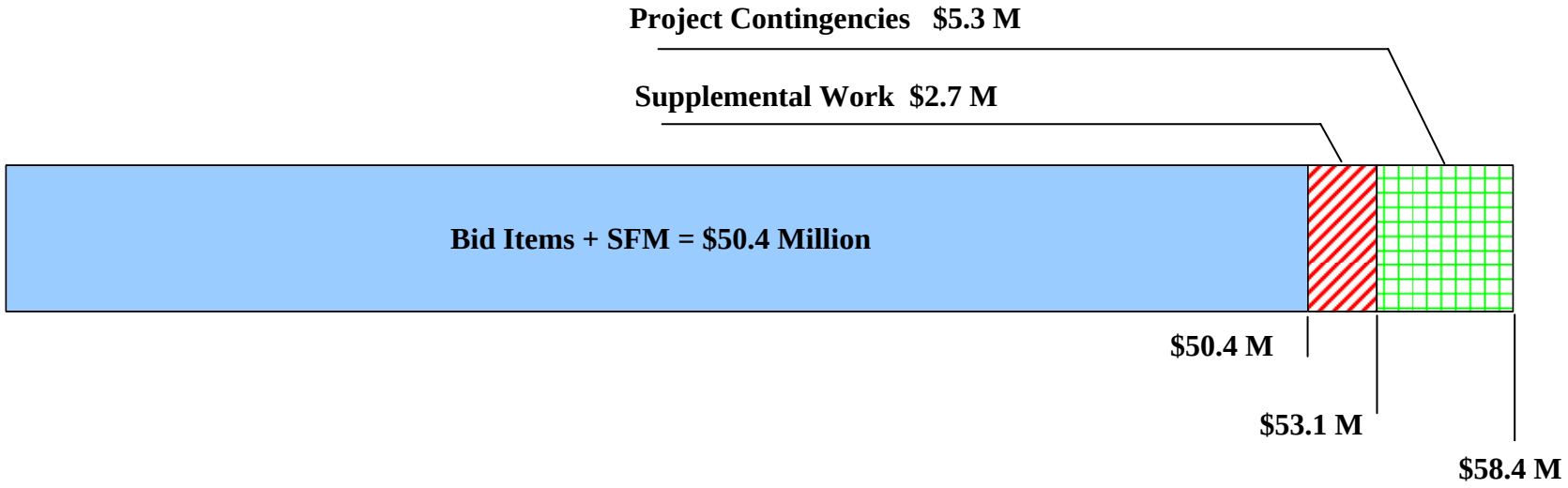


IV BUDGET STATUS (3rd Quarter Risk Management Plan, September 26, 2006)

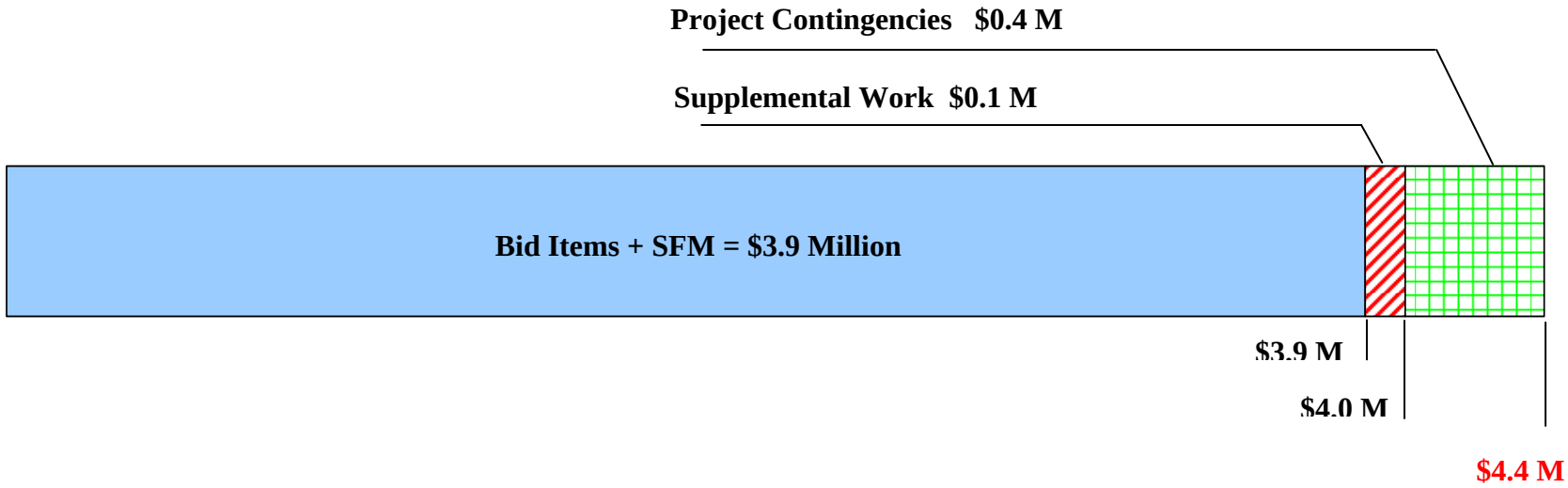
OTD #1 - WB (IN DESIGN)



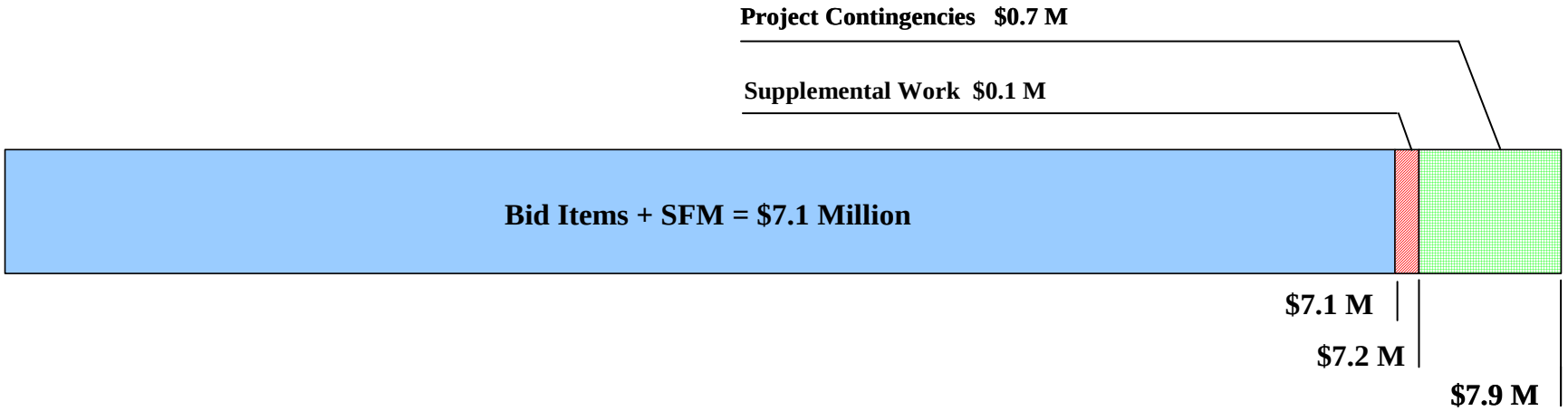
OTD #2 - EB (IN DESIGN)



OTD ELECTRICAL SYSTEMS (IN DESIGN)



SUBMARINE CABLE



V HIGH PRIORITY RISK MANAGEMENT ITEMS (3rd Quarter Risk Management Plan, September 26, 2006)

OTD #1 (WB)

- ✓ A differing site condition causes delay and/or increased costs to occur. Does not include utilities or existing structure.
- ✓ Delay and or increased costs due to conflict unknown utilities.
- ✓ Delay and or increased costs due to conflict with PG&E gas line.

OTD #2 (EB)

- ✓ A differing site condition concerning the existing structure or difficulties removing the existing structure causes delay and/or increased costs to occur. Includes lead removal issues.
- ✓ Construction impacts public traffic more than provided for in the contract.

SUBMARINE CABLE

- ✓ Bid price is >15% of agreed price with City of SF.

VI PENDING NOTICE OF POTENTIAL CLAIM (estimated value)

Description	Estimated Cost
No active NOPCs	

VII POTENTIAL SIGNIFICANT CCOs

Description	Estimated Cost
No active NOPCs	

VIII TBPOC DECISIONS TO DATE

Date	Decision
11/13/06	Submarine Cable Relocation Contract - Approval to move forward with the two contract option. Contract 1 for the installation of a single submarine cable. Contract 2 for the installation of dual submarine cables.
10/25/06	Approval to revise the OTD No. 1 forecast to $226.5 million as reflected in the estimate in the PS&E approved by TBPOC on September 29, 2006.
9/29/06	Approval for PS&E for OTD No. 1 for $226.5M with the following caveat – if there is a need for an addendum due to impact from the Submarine Cable contract, present to TBPOC again.
3/23/06	Submarine Cable Contract – Approval for PS&E in order not to delay the OTD Project (Contract 04-02L1)
9/22/05	Request to divide OTD contract into four separate construction contracts to reduce risk to the overall delivery of the bridge, improve the quality of the product, and reduce capital costs. Approved – subject to the BATA CFO review and approval of changes to the cash flow model for the TBSRP.

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** December 14, 2006

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 6a, 1

Item- Benicia-Martinez Bridge, Benicia Main Span
Contract Change Order 111.1 – Transportation for Engineer, Supplement of $500,000

Recommendation:

Approval for Supplement to Contract Change Order 111.1 in the amount of $500,000 for "Transportation for the Engineer."

Discussion:

Background

Contract change order 111 was approved on 7/16/2004. It compensates the contractor for providing the Engineer marine transportation for the 1017 day contract extension provided for in Contract Change Order 114 "Global Resolution to Prior Conflicts".

Analysis

Supplement 1 of this change order provides additional funding to compensate the contractor for the 212 day contract extension provided for in Contract Change Order 133 "Mass Concrete Temperature Control". Contract Change Order 111.1 compensates the contractor in the amount of $500,000 and will close out this change order for a total of $2,000,000. Prior to the Toll Bridge Program Oversight Committee's change order approval process BATA had approved and provided funding for this work in the amount of $3,000,000.

Attachment(s):

1) Draft Contract Change Order 111.1
2) Draft Contract Change Order Memorandum

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER MEMORANDUM

TO: David Ambuehl / Igor Tsigelman	FILE: **E.A.** 04 - 006034
	CO-RTE-PM CC-680-24.9/25.5,SOL-680-L 0.1/0.7
FROM: F.Dos Santos for I.Tsigelman	**FED. NO.** ACIM-680-1-(054)56N
CCO#: **111** SUPPLEMENT#: **1** Category Code: **AXZZ**	CONTINGENCY BALANCE (incl. this change): **$34,354,635.00**
COST: **$500,000.00** INCREASE ☑ DECREASE ☐	HEADQUARTERS APPROVAL REQUIRED? ☑ YES ☐ NO
SUPPLEMENTAL FUNDS PROVIDED: **$0.00**	IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? ☑ YES ☐ NO
CCO DESCRIPTION: Additional Funds for Engineer's Boat	**PROJECT DESCRIPTION:** CONSTRUCT NEW SEGMENTAL CIP BRIDGE I-680

Original Contract Time:	Time Adj. This Change:	Previously Approved CCO Time Adjustments:	Percentage Time Adjusted: (including this change)	Total # of Unreconciled Deferred Time CCO(s): (including this change)
1020 Day(s)	**0** Day(s)	**1017** Day(s)	**100** %	

THIS CHANGE ORDER PROVIDES FOR:
additional funds for providing transportation to the Engineer.

Supplement 0 compensated the Contractor for $1,500,000.00 at Adjustment of Compensation at Force Account for costs to provide transportation for the Engineers in accordance with Special Provision Section 10-1.21 "Transportation for the Engineer" from April 19th, 2004 for the duration as determined by the Engineer. This change was the result of contract extension for 1017 days authorized in Contract Change Order No. 114 (Global Resolution to prior conflicts)

Due to extension of the Contract by another 212 days approved under Contract Change Order No. 133 (Mass Concrete-Thermal/Internal Temperature Control), the Engineer will need transportation beyond what was anticipated in Supplement 0. This supplement provides for an additional fund of $500,000.00 to cover cost and work already authorized in Supplement 0. This cost shall be paid to the Contractor as Adjustment of Compensation at Force Account. This cost can be financed from the revised project contingency fund. A revised cost estimate is on file.

There is no adjustment of contract time since this change does not affect or become the controlling operation.

Maintenance concurrence is not required since this change does not alter the final design.

Approval of this change order is recommended by the Resident Engineer.

CONCURRED BY:		
Construction Engineer:	Igor Tsigelman	Date 10/27/06
Bridge Engineer:	Rich Foley	Date 10/30/06
Project Engineer:	David Ambuehl RE	Date 10/27/06
Project Manager:	Mo Pazooki	Date 10/26/06
FHWA Rep.:	Charles Chen	Date 10/25/06
Environmental:		Date
Other (specify):	Patrick Treacy, HQ Liason	Date 10/25/06
Other (specify):		Date
District Prior Approval By:		Date
HQ (Issue _Approve) By:	Ken Darby	Date
Resident Engineer's Signature:		Date

ESTIMATE OF COST

	THIS REQUEST	TOTAL TO DATE
ITEMS	$0.00	$0.00
FORCE ACCOUNT	$0.00	$0.00
AGREED PRICE	$0.00	$0.00
ADJUSTMENT	$500,000.00	$2,000,000.00
TOTAL	$500,000.00	$2,000,000.00

FEDERAL PARTICIPATION

☑ PARTICIPATING ☐ PARTICIPATING IN PART ☐ NONE
☐ NON-PARTICIPATING (MAINTENANCE) ☐ NON-PARTICIPATING

FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)
☐ CCO FUNDED PER CONTRACT ☐ CCO FUNDED AS FOLLOWS

FEDERAL FUNDING SOURCE PERCENT

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO: 111	Suppl. No. 1	Contract No. 04 - 006034	Road CC-680-24.9/25.5,SOL-680-L 0.1/0.7	FED. AID LOC.: ACIM-680-1-(054)56N

To: **KIEWIT PACIFIC COMPANY**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. ***NOTE: This change order is not effective until approved by the Engineer.***

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Adjustment of Compensation at Force Account:

Additional funds for work authorized by Contract Change Order 111, Supplement 0.

Estimated Cost of Adjustment of Compensation at Force Account $500,000.00

Estimated Cost: **Increase** ☑ **Decrease** ☐ **$500,000.00**

By reason of this order the time of completion will be adjusted as follows: 0 days

Submitted by

Signature	Resident Engineer: F.Dos Santos for I.Tsigelman	Date

Approval Recommended by

Signature	Construction Engineer: Igor Tsigelman	Date

Engineer Approval by

Signature	(Print name and title) David Ambuehl - Chief	Date

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipm furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature	(Print name and title)	Date

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** December 14, 2006

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 6a, 2

Item- New Benicia-Martinez Bridge
Benicia Main Span
CCO 164 – Open Road Tolling and Open Bridge to Traffic

Recommendation:

Approval of CCO 164 – Open Road Tolling and Open Bridge to Traffic. The Benicia-Martinez Bridge will require Contract Change Order 164 "ORT / Open Bridge" to modify/remove toll booths for the Open Road Toll system that BATA has requested the Department to implement. CCO 164 also provides compensation for work necessary to open the bridge.

Discussion:

Background

Contract change order 164 was discussed at the last TBPOC meeting at which time the Department was authorized a budget of $5.8 million. The Contract Change Order has been written for $4.83 million, however it is anticipated that an additional $500,000 in Supplements will be issued once final revisions to the change order are complete. Design is revising some of the detail already agreed to with the contractor. In order to expedite the work, the Department requests issuing the change order and will use supplemental change orders to complete the work.

Attachment(s):

1) Draft Contract Change Order 164
2) Draft Contract Change Order Memorandum

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO: 164	Suppl. No. 0	Contract No. 04 - 006034	Road CC-680-24.9/25.5,SOL-680-L 0.1/0.7	FED. AID LOC.: ACIM-680-1-(054)56N

To: **KIEWIT PACIFIC COMPANY**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. ***NOTE: This change order is not effective until approved by the Engineer.***

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

The Contractor shall perform additional work to open the Benicia Martinez Bridge including the addition of open road tolling (ORT) lanes as per the attached plans and specifications. Additional reference material required as part of this change order include the plans and specifications for Contract 04-006044, New Benicia Martinez Bridge Toll Plaza; one copy of each of these has been supplied to the Contractor. The project limits for this change order work are from CC-Route 680 PM 22.60 to Sol-680 PM 0.84 and Sol-780 from PM 1.21 to Route 680.

Extra Work at Unit Price:

The following items of work will be paid by agreed unit price for the estimated quantities shown. In the case of increases or decreases of more that 25%, the items will be adjusted in accordance with Section 4-1.03B of the Standard Specifications.

Remove Thermoplastic Traffic Stripe (CCO Item No. 7): 2780M @ $17.00/M = $47,260.00
Remove Thermoplastic Pavement Marking (CCO Item No. 8): 8M2 @ $70.00/M2 = $560.00
Remove Traffic Stripe and Pavement Marking (CCO Item No. 9): 5010M @ $17.00/M = $85,170.00
Remove Pavement Marker (CCO Item No. 10): 740EA @ $5.50/EA = $4,070.00
Asphalt Emulsion (Paint Binder) (CCO Item No. 32): 18TNE @ $616.00/TNE = $11,088.00
Asphalt Concrete (Type A) (CCO Item No. 33): 2350TNE @ $99.00/TNE = $232,650.00
Asphalt Concrete (Open Graded) (CCO Item No. 34): 3350TNE @ $114.00/TNE = $381,900.00
Pavement Reinforcing Fabric (CCO Item No. 37): 440M2 @ $6.00/M2 = $2,640.00
Shoulder Rumble Strip (Rolled-In Indentations) (CCO Item No. 38): 1388M @ $2.50/M = $3,470.00
Pavement Marker (Non-Reflective) (CCO Item No. 59): 1300EA @ $5.50/EA = $7,150.00
Pavement Marker (Reflective) (CCO Item No. 60): 82EA @ $7.70/EA = $631.40
Pavement Marker (Retroreflective) (CCO Item No. 61): 1380EA @7.70/EA = $10,626.00
Thermoplastic Traffic Stripe (CCO Item No. 62): 890M @ $3.30/M = $2,937.00
100mm Thermoplastic Traffic Stripe (CCO Item No. 63): 3550M @ $3.30/M = $11,715.00
200mm Thermoplastic Traffic Stripe (CCO Item No. 64): 6310M @ $6.60/M = $41,646.00
200mm Thermoplastic Traffic Stripe (BROKEN 3.66 M - 0.92 M) (CCO Item No. 65): 810M @ $6.60/M = 5,346.00
Thermoplastic Pavement Marking (CCO Item No. 66): 200M2 @ $82.50/M2 = $16,500.00
Paint Traffic Stripe (CCO Item No. 67): 4850M @ $12.10/M = $58,685.00
Paint Pavement Marking (2 Coat) (CCO Item No. 68): 970M2 @ $55.00/M2 = $53,350.00

Estimated Cost of Extra Work at Agreed Unit Price $977,394.40

Extra Work at Lump Sum:

For all work not covered by agreed unit prices, the Contractor will receive the lump sum of $3,852,606 which shall be considered full compensation, including markups, for this work. Payment will be made in accordance with the attached Schedule of Values, Sheet 3 of 3 of this change order. Mobilization will be paid in accordance with work completed as follows: 50% at 5% complete, 75% at 10% complete, 95% at 20% complete, and 100% at 50% complete.

Cost of Extra Work at Lump Sum $3,852,605.60

The Contractor shall coordinate this change order work with concurrent contract work so that the contract work is not impacted. The Contractor shall cooperate with other contractors working in the area so as to not delay work on other on-going contracts.

Within 15 days of execution of this change order, the Contractor shall submit a separate CPM schedule for the work included in this contract change order. Upon approval of this submittal, the Contractor shall incorporate a summary activity of this work into the CPM schedule for the main contract.

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO: 164	Suppl. No. 0	Contract No. 04 - 006034	Road CC-680-24.9/25.5,SOL-680-L 0.1/0.7	FED. AID LOC.: ACIM-680-1-(054)56N

Estimated Cost: **Increase** ☑ **Decrease** ☐ **$4,830,000.00**

By reason of this order the time of completion will be adjusted as follows: 0 days

Submitted by

Signature	Resident Engineer: F.Dos Santos for I.Tsigelman	Date

Approval Recommended by

Signature	Construction Engineer: Igor Tsigelman	Date

Engineer Approval by

Signature	(Print name and title) David Ambuehl - Chief	Date

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature	(Print name and title)	Date

Schedule of Values

Item No.		Item Code	Item Description	Unit of Measure	Estimated Quantity	Unit Price	Item Total
1		070012	Progress Schedule (Critical Path)	LS	Lump Sum	$5,000.00	5,000
2		074019	Prepare Storm Water Pollution Prevention Plan	LS	Lump Sum	$31,000.00	31,000
3		074032	Temporary Concrete Washout Facility	EA	2	$8,764.70	17,529
4	S	120090	Construction Area Signs	LS	Lump Sum	$5,830.00	5,830
5		120100	Traffic Control System	LS	Lump Sum	$120,000.00	120,000
6		128650	Portable Changeable Message Sign	EA	2	$61,979.63	123,959
11	S	150742	Remove Roadside Sign	EA	1	$330.00	330
12	S	150763	Remove Sign Panel	EA	5	$2,002.00	10,010
13	S	150846	Remove Concrete Pavement and Base	M3	820	$122.00	100,040
14	S	150846A	Remove Concrete (Toll Booth Islands)	M3	130	$318.00	41,340
15	S	151224	Remove Pavement Delineators	EA	22	$83.00	1,826
16		151274	Salvage Concrete Barrier (Type K)	M	720	$25.00	18,000
17		151285A	Salvage Electronic Message Sign (EMS)	EA	8	$16,250.00	130,000
18		151285A	Salvage Changeable Message Sign (Model 500)	EA	1	$905.00	905
19		151538	Reconstruct Chain Link Railing	M	110	$310.00	34,100
20		152372	Relocate Concrete Barrier (Type K)	M	862	$73.02	62,943
21		152388	Relocate Crash Cushion (TS-14)	EA	1	$2,000.00	2,000
22	S	152399	Relocate Tunnel Ventilation Air Intake	EA	2	$20,184.65	40,369
23	S	153152	Cold Plane Asphalt Concrete Pavement	M2	1550	$25.38	39,339
24		158100	Salvage Crash Cushion	EA	4	$720.00	2,880
25		160130	Remove Toll Booth Facility	EA	8	$9,500.00	76,000
26		190110	Lead Compliance Plan	LS	Lump Sum	$14,800.00	14,800
28		208741	150mm Corrugated Steel Pipe Conduit (1.63mm Thick)	M	1	$3,500.00	3,500
29		220101	Finishing Roadway and Toll Plaza Facility	LS	Lump Sum	$97,679.00	97,679
30		260201	Class 4 Aggregate Subbase	M3	72	$420.23	30,257
31		280000	Lean Concrete Base	M3	49	$584.74	28,652
39		510314	Class 4 Concrete (Backfill)	M3	89	$263.02	23,409
40		510530	Minor Concrete (Closure Wall)	M3	2	$9,200.00	18,400
41		510530A	Minor Concrete (RC Barrier Infill)	M3	3	$3,600.00	10,800
42		511106	Drill and Bond Dowel	M	124	$276.00	34,224
43		511109	Drill and Bond Dowel (Epoxy Cartridge)	EA	6	$528.92	3,174
44	S	540101	Membrane Waterproofing	M2	140	$143.00	20,020
45	S	560219	Install Sign Structure (Truss)	KG	9110	$2.17	19,769
46	S	561015	1524 mm CIDH Concrete Pile (Sign Foundation)	m	7	$13,460.00	94,220
47	S	562002	Metal (Barrier Mounted Sign)	KG	960	$82.50	79,200
48	S	566011	Roadside Sign - One Post	EA	2	$5,000.00	10,000
49	S	566012	Roadside Sign - Two Post	EA	1	$7,500.00	7,500
50	S	568021A	Install Sign Panel (Canopy)	EA	11	$2,002.00	22,022
51	S	568021B	Install Sign Panel (Sign Structure)	EA	5	$6,110.00	30,550
52	S	568021C	Install Sign Panel (Roadside)	EA	1	$2,500.00	2,500
53	S	620909	450mm Alternative Pipe	M	76	$540.00	41,040
54		731502	Minor Concrete (Miscellaneous Construction)	M3	150	$509.79	76,469
55	S	832001	Metal Beam Guard Railing (Steel Post)	M	46	$355.00	16,330
56	S	839585	Alternative Flared Terminal System	EA	1	$3,333.00	3,333
57	S	839603A	Crash Cushion (Quadguard LMC-69)	EA	9	$88,880.00	799,920
58	S	839603A	Crash Cushion (Quadguard LMC-90)	EA	1	$111,100.00	111,100
69	S	860530	Changeable Message Sign System	LS	Lump Sum	$330,770.00	330,770
70	S	860530A	Other Electrical Systems	LS	Lump Sum	$579,568.00	579,568
71		999990	Mobilization	LS	Lump Sum	$480,000.00	480,000

$3,852,605.60

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER MEMORANDUM

TO: David Ambuehl / Igor Tsigelman	FILE: **E.A.** 04 - 006034
	CO-RTE-PM CC-680-24.9/25.5,SOL-680-L 0.1/0.7
FROM: F.Dos Santos for I.Tsigelman	**FED. NO.** ACIM-680-1-(054)56N
CCO#: **164** SUPPLEMENT#: **0** Category Code: **CXXX**	CONTINGENCY BALANCE (incl. this change): **$29,700,731.37**
COST: **$4,830,000.00** INCREASE ☑ DECREASE ☐	HEADQUARTERS APPROVAL REQUIRED? ☑ YES ☐ NO
SUPPLEMENTAL FUNDS PROVIDED: **$0.00**	IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? ☑ YES ☐ NO
CCO DESCRIPTION: ORT Lanes and Work to Open Bridge	**PROJECT DESCRIPTION:** CONSTRUCT NEW SEGMENTAL CIP BRIDGE I-680

Original Contract Time:	Time Adj. This Change:	Previously Approved CCO Time Adjustments:	Percentage Time Adjusted: (including this change)	Total # of Unreconciled Deferred Time CCO(s): (including this change)
1020 Day(s)	**0** Day(s)	**1017** Day(s)	**100** %	**0**

THIS CHANGE ORDER PROVIDES FOR:

additional work necessary to implement open road tolling (ORT) at the new toll plaza of the Benicia Martinez Bridge and to open the bridge to traffic.

For the New Benicia-Martinez Toll Bridge, the Bay Area Toll Authority (BATA) is proposing to include open road tolling (ORT) lanes at the New Toll Plaza. The ORT lanes allow motorists with FasTrack transponders to proceed through a toll plaza at highway speeds. To provide for these ORT lanes, eight of the toll booths will be removed or modified and the area will be paved, striped, and signed accordingly.

The additional work needed to open the bridge to traffic consists of placing an open graded asphalt concrete overlay, striping, installation of Quadguard crash cushions at each of the remaining ten toll booths, and other miscellaneous work. the Contractor's trailers have to be relocated prior to completion of the contract to allow for this work to be completed.

In March 2006, BATA requested that the Department combine the ORT work with the work to open the bridge into one change order in lieu of issuing a new contract for the ORT work. Combining the ORT and the project close out work will eliminate potential delays due to interfacing problems with multiple contractors, thereby helping to insure that the bridge will be opened on schedule.

Plans and specifications for this work have been provided by Caltrans and URS Corporation. All necessary design concurrences from the Department were obtained during the design process.

This work will be paid by extra work at agreed unit prices for paving and striping ($977,394.40) and by agreed lump sum for the remaining work ($3,852,605.60) in accordance with the schedule of values in the contract change order. The net estimated cost of this work is $4,830,000. The ORT work will be funded by BATA and the work to open the bridge will be funded by project contingency funds. A cost estimate is on file.

There will be additional work for this change order. First, there is additional electrical work that will be addressed separately. Second, the Contractor's trailers have to be relocated prior to completion of the contract to allow for this work to be completed. The estimated cost for this work is approximately $500,000 which will be addressed in a supplement or supplements to this change order.

There will be no adjustment of contract time as the work of this change will not affect the controlling operation.

TBPOC concurrence for up to $5,800,000 was received on November 20, 2006.

Approval of this change order is recommended by the Resident Engineer.

CONCURRED BY:			
Construction Engineer:	Igor Tsigelman	Date	
Bridge Engineer:	Dave Tenario	Date	
Project Engineer:	David Ambuehl	Date	
Project Manager:	Mo Pazooki	Date	
FHWA Rep.:	Charles Chen	Date	12/6/06
Environmental:		Date	
Other (specify):	Patrick Treacy, HQ Liason	Date	
Other (specify):		Date	
District Prior Approval By:		Date	
HQ (Issue Approve) By:	Ken Darby	Date	
Resident Engineer's Signature:		Date	

ESTIMATE OF COST

	THIS REQUEST	TOTAL TO DATE
ITEMS	$0.00	$0.00
FORCE ACCOUNT	$0.00	$0.00
AGREED PRICE	$4,830,000.00	$4,830,000.00
ADJUSTMENT	$0.00	$0.00
TOTAL	$4,830,000.00	$4,830,000.00

FEDERAL PARTICIPATION

☑ PARTICIPATING ☐ PARTICIPATING IN PART ☐ NONE
☐ NON-PARTICIPATING (MAINTENANCE) ☐ NON-PARTICIPATING

FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)
☑ CCO FUNDED PER CONTRACT ☐ CCO FUNDED AS FOLLOWS

FEDERAL FUNDING SOURCE	PERCENT

Item 7: Other Business

No Attachments